

HIS LONG SLEEP.

Sleeping Car Magnate Dies at His Home of Heart Disease.

DEATH CAME SUDDENLY.

He Had Not Complained of Ill-Health, and Contemplated an Eastern Trip.

STOCK MARKET IS AFFECTED.

History of the Dead Man's Famous Communal Town and the Great Sympathy Strike.

Chicago, Ill., Oct. 18.—George M. Pullman, the man who made it possible to travel in comfort, and who bears the distinction of having precipitated the greatest strike on record in America, and who has succeeded where others failed in establishing a communal town, died suddenly of heart disease at 5 o'clock this morning.

Mr. Pullman's death occurred in his magnificent brownstone home at the corner of Prairie avenue and Eighteenth street, where he lived for many years.

Mr. Pullman, while in apparently good health recently, formerly had some stomach trouble, which he attributed largely to the condition of his eyes. His death was that about all the bodily ills were due to the eyes. The latter part of last week he gave the visiting officials of the Pennsylvania Railroad a dinner at the Chicago Club, and was in excellent spirits.

How a Great Man Died.

This statement of the circumstances surrounding Mr. Pullman's death was prepared by Mr. John S. Rannels, chief counsel of the Pullman Company:

"Mr. Pullman died at 5 o'clock this morning of angina pectoris. The extreme heat of last week, together with the fact that he had been unusually active in showing some friends about Pullman, had caused him a feeling of debility, about which he spoke to one or two friends, but which he did not regard as serious. He told one of them yesterday, who suggested that he was not looking quite as well as usual, that he had been unable to sleep satisfactorily the last two nights, and particularly on Sunday night; that he had some little trouble in breathing, but that he felt much better then, and that a day or two would put him all right. He, indeed, was so well that he intended to go to New York on Thursday evening. Death came to him very quickly. At about 5 o'clock in the morning, the Rev. Charles H. Eaton, of New York, who was staying at the house, heard a noise in his room as if he wished to call some one.

They went to his room immediately and found him standing up and evidently in great pain. One of them went to the telephone to call his physician, Dr. Billings. At the same time he himself attempted to walk across to the lounge, but before he reached it required the assistance of his friends to get there. He then became unconscious. In the meantime Dr. Billings had arrived at the house and applied restoratives, but without success. The man quietly passed away without regaining consciousness.

News Is Not Credited.

The news of Mr. Pullman's death spread first along Prairie avenue. Old friends of the family, who were summoned by telephone messages, at first believed the announcement to be untrue. Mr. Pullman had been seen almost every day driving to and from his office in active attendance upon business affairs.

He had never before suffered serious attacks of heart trouble, and his friends and friends called the Prairie avenue home during the morning, half expecting to find the report a pronounced hoax. The careful attention of the doctor who answered the door at the call of the muffled bell showed at the first glance how true his hurried announcement of death had been.

Funeral arrangements will be withheld until the members of the family have consented to the New York Biscuit and Diamond Match, by his son-in-law, Frank Lowden.

It is believed in Stock Exchange circles that Horace Porter, president of the Pullman Palace Car Company, and Mr. Frank O. London, of Chicago.

Employees Close the Works.

At the town of Pullman, where the shops are that bear the name of the great man, no word had been heard of his death until newspaper news began to inquire as to the feeling of the townpeople on the subject. The event had been so sudden and at such an hour that the company officials in the town had heard nothing regarding the death of their chief till after the tollers in the huge car works and kindred establishments had begun the daily routine all unobservant of the tragic occurrence at the brown stone palace, a few miles further north on the lake shore. Immediately, however, preparations were made to close the big shops and for the proper observance of Mr. Pullman's obsequies.

PULLMAN'S EVENTFUL LIFE AND HIS DEED.

Beginning as an Apprentice, He Attained Wealth and Fame Rarely Equalled.

George Mortimer Pullman is dead, but his cars on a hundred iron roads roll on, forever. He was a great man, tested by the Napoleonic empiricism: He did something! Outside the workshop and his self-chosen environment, he was an ordinary, uninteresting personality.

Mr. Pullman was suave and sociable on all occasions.

To the day of his death, Mr. Pullman labored more hours than any man in his employ. He was a glutton for work.

George M. Pullman began his career as a cabinet maker's apprentice. True, he had been a clerk in a country store at Westfield, Chautauque County, New York, near where he was born on March 3, 1831, receiving a yearly stipend of \$40. But, selling pins and muslin did not accord with his active nature, and at seventeen, as he used to say, he "began life in a carpenter shop."

That was in Albion, N. Y. For five years he worked at his trade, until his father's death threw upon him the task of supporting his mother and his younger brothers and sisters.

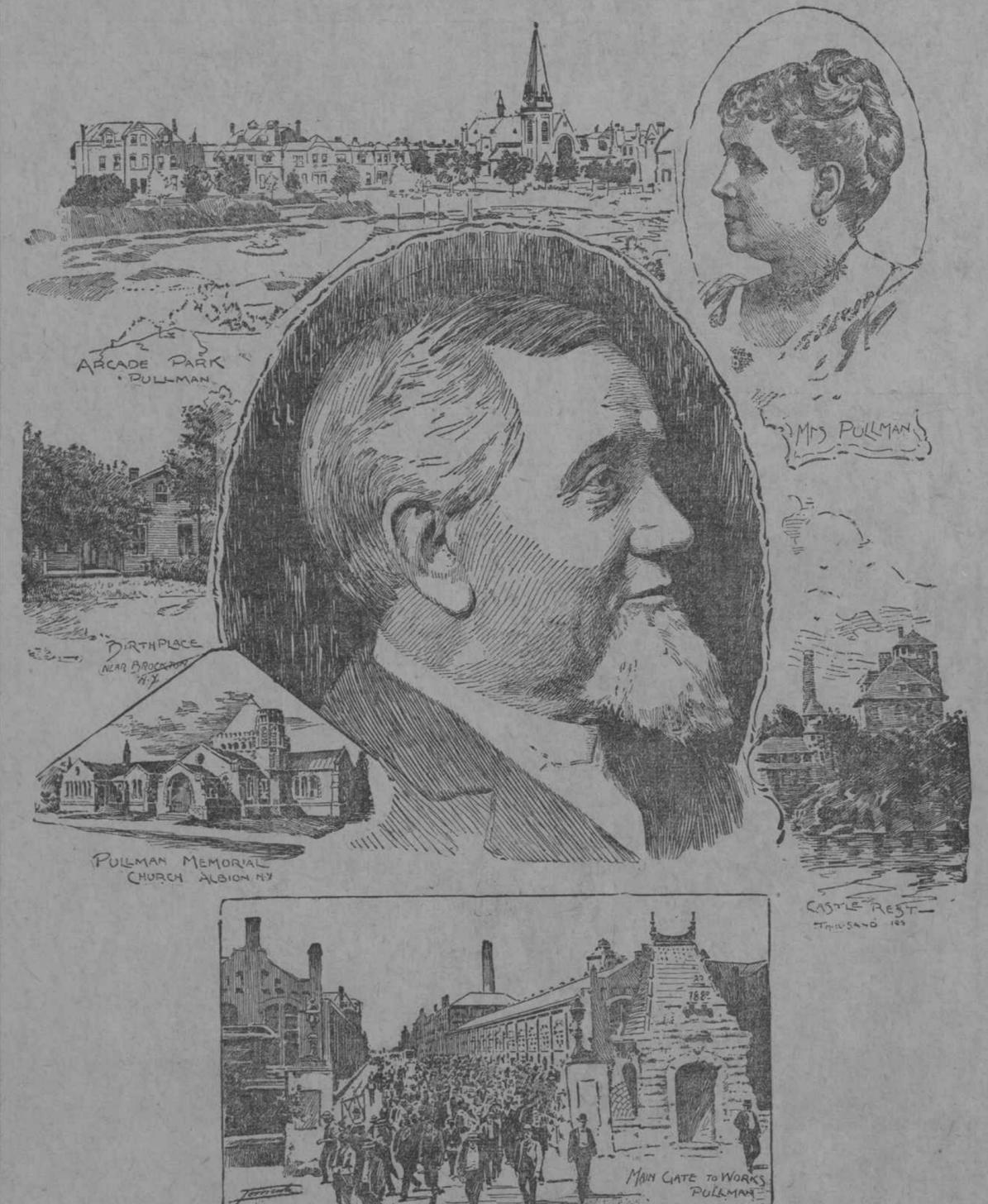
Mr. Pullman's active business life necessitated much railroad traveling. He would not spare the time to ride only by day and no rest at night. He found in the so-called sleeping car of the period a combination of the Black Hole of Calcutta and the hold of an African slave. Three berths were made up on shelves at each side of the car, the lower one almost at the floor. Only an acrobat could successfully slide between the shelves after the bunk mattresses and blankets were in place. Pillows and sheets were quite unknown.

In one of these cars a traveler lay awake one night. He didn't try to sleep; he was too busy thinking. His name was George M. Pullman.

The modern sleeping car was not invented that night. It has been a creation of years. But the starting point was on the road between Buffalo and Westfield, and the Pullman sleeping car was the result of a dream in the latter stock of 3 1/2 points.

The death of Mr. Pullman, besides having as a result in the Pullman car directors, also causes a similar condition of affairs in the Board of Directors of the Chicago Telephone Company. He was president of the company.

GEORGE M. PULLMAN, THE PALACE CAR MAGNATE, AND HIS LIFE.



sketch was elected president. General Horace Porter, then in the United States Army, was selected as vice-president on the advice of George W. Childs, of Philadelphia. Porter was of a highly inventive mind. He could invent improvements with the same facility as stories. Thirteen years of constant work in the production of cars and the extension of the system then followed.

"The railroad surrendered, one after another. The New York Central system and the Vanderbilt roads West and East held out, taking the Wagner patents and forming a company within the membership of the first vestibule train built by him, a car for King Humbert, of Italy, and in return was knighted by that monarch.

His first vestibule train built by him was completed in 1857, and its first trial was over the Pennsylvania Railroad between Jersey City and Long Branch.

Mr. Pullman was quite democratic in his tastes, and always in good humor. He was a teetotaler. He drank milk. Half his time was spent in Chicago, the balance in New York; or, the summer months, at Seabright, on the Jersey coast, or "Castle Rest," on the St. Lawrence. At the Windsor Hotel in New York, or at his office in the Mills building, he was readily accessible to all visitors who had any real claim to his attention.

The Town of Pullman.

The greatest monument to Mr. Pullman has left to posterity is the city that bears his name. It was a communal experiment on a splendid scale, with all the advantages that architectural and sanitary art could furnish. If it had succeeded, Mr. Pullman said, there would be no further need for any man to attempt the like again. Twenty million dollars had been expended in the town of Pullman was an experiment in social reform. It was not a failure. Its purpose was to benefit the workman, not to bring about a revolution in the place was under the control of the Pullman company. Not a workman was asked to live at Pullman. He had to apply for a house, and pay for it, just as he would have to do elsewhere. When a man got a job he never was asked where he lived. Nine hundred of the best employees of the car works dwelt beyond the town limits. Stephen A. Douglas and General Logan always said the site of Pullman should have been down where South Chicago is now—down by Calumet Lake. Mr. Pullman was aware of the value of that locality. He bought 3,500 acres of land for \$300,000 which is now worth over five million dollars. The building of the town followed at once. It sprang up like magic from those bleak prairies. Four thousand workmen were thrown into it at the start. The railway station, the main depot, the hotel, the churches, the school, the water tower, were put up before a single dwelling was begun. Prior to that the drainage system was laid down and perfected. It cost \$300,000, and is modelled after that in Berlin.

The Great Strike.

In 1894 a contest arose between Mr. Pullman and his employees, growing out of a cut in wages which he insisted was forced upon him by the exigencies of the time. He explained the situation at the time.

"The car building trade has been cut on all sides. We were not getting contracts outside, to keep employed all the men we have here. I did not want to shut down the works. I did not want to discharge the men, or incur the great expense necessary to start shops that have been in disuse for any length of time. Just at that critical moment I bid on a contract to build some cars at a rate that entailed a loss of \$300 on each car.

A notice in business cannot understand why I should go into a scheme at which I was sure to lose money; but I believed I could lose less money by running than by shutting down. I did have the men in mind, though that need not be mentioned now that they have denied that such was the case.

"Well, I got the contract. When the facts were stated and the men were asked to share in the temporary loss they struck. The property of the company will be injured to the extent of millions."

Millions Wasted.

Such was Mr. Pullman's version.

At the time of his death Mr. Pullman was president of the Pullman Palace Car Company, the Pullman Southern Car Company, the Pullman Pacific Car Company and the Pullman European Car Company. He was also president of the New York Loan and Improvement Company, which built the Metropolitan Elevated Railroad in Chicago; was a director of the Union Pacific and the Northern Pacific railroads, and was interested in many other railroads. He had a fine house at No. 1725 Prairie avenue, in Chicago. His wife was a Miss Sanger. He had four children, two sons and two daughters. The sons, George M. Pullman and Sanger Pullman, are twins. The daughters are Harriet, the wife of Frank Carroll, of California, and Florence.

EFFECT ON WALL STREET.

Pullman Stock Goes Down on Receipt of the News, But Rallies at Once, Company in Excellent Shape.

Beyond a sudden chill to the stock market when the news of the death of George M. Pullman was received in Wall Street, there was little change in the prices of stocks. Of course, Mr. Pullman was a very large holder of the stocks of many of the roads over which the parlor and

KILLED BY MOONSHINERS.

Body of Deputy United States Marshal Found on the Railroad Track in Georgia.

Chattanooga, Tenn., Oct. 19.—The body of M. A. B. Tatum, deputy United States Marshal at Dalton, Ga., was found on the tracks of the Seaboard Air Line near Albany, Ga., this morning. The dead man has been a terror to the moonshiners of North Georgia, and it is thought that some of them murdered him and then placed the body on the track to hide the crime.

Tatum was well known throughout this part of Tennessee, and his New York office in Chattanooga. He was here Saturday and told some friends of a contemplated raid on a still near Albany. He expected to capture several moonshiners Sunday night.

The finding of the body has created much indignation among the farmers of the region, who will make an investigation at once.

SON ROBBED HIS FATHER.

Money Stolen from Its Hiding Place in an Old Stocking.

Joseph Dobias was held for trial by Magistrate Kullback in Yorkville Court yesterday for having robbed his father, Frank Dobias, of No. 401 East Seventeenth street, of \$75.00 on October 9. Joseph has robbed his father several times.

The money was hidden in an old stocking which the girl found near his home disappeared with him. The boy was arrested in a Bowery museum. He told the detective that a woman whom he met in the Bowery stole \$40 from him.

DEPEW BUYS PROPERTY.

Chauncey M. Depew has bought for \$20,000 and the assumption of a \$20,000 mortgage, from Kate Depew Strang, the property on the south side of Seventy-eighth street, 354 feet east of Tenth avenue.

In the Spring the maiden's fancy Turns to thoughts of woodland hunts; In the Fall the young man's fancy Turns to thoughts of London "winks."

greatest interest was in Palace Car stock, which is generally carried from 100 to 40,000 shares. At the closing price the larger amount is worth \$2,840,000. During the panics of 1858 and 1886 he accumulated in the neighborhood of 8,000 shares of this stock, much of which he has since sold. He had considerable interest in the Grand Central Hotel, but received no greater part of his floating holdings.

At the time of the disastrous failure of Moore Brothers, in Chicago, which nearly carried the Diamond Match Company, otherwise the Match Trust, along, Mr. Pullman and Philip D. Armour loaned large amounts of money with match stock as collateral in order to prevent a panic in the Chicago stock and money markets. In this way he accumulated a great block of Diamond Match stock. The effect of his death in this stock was to depress it from 140 to 140 in the Chicago stock market. He also had large holdings of Biscuit Company stock. This is the official name of the Cracker Trust. Its stock was depressed in Chicago, where it dealt in.

The surplus of the Pullman's Palace Car Company is about \$25,000,000. A large portion of this was held in cash, while immense sums were invested in railway stocks. When threatened with the loss of a contract with a railroad company, it was usual for the company to purchase big blocks of the stock, and this force of renewal of the contract. The great surplus was the lever which Mr. Pullman never hesitated to use in keeping the service of his company on any railroads which were inclined to take up with a competitor.

THE PULLMAN FORTUNE.

It is Estimated at From Ten to Forty Millions—Wicks His Probable Successor.

George M. Pullman left a fortune variously estimated at from \$10,000,000 to \$40,000,000. To share this there are his widow and four children. In what proportion the estate will be divided is not known to the public or to any aside from his lawyers. It is surmised that he has died it up in the hands of trustees, so as to protect his corporate interests and prevent a loss incident to cutting up the property.

For many years Mr. Pullman's great wealth, his interests were not very diversified, his general business plan being to centralize his holdings as much as possible. He was the controller and largest individual stockholder in the Pullman Palace Car Company, but it will surprise people to know that out of the total capital of \$24,000,000 only about \$5,000,000 was in Mr. Pullman's name. This stock, at its present market price, 170, amounts to \$850,000.

Another heavy interest of Mr. Pullman was in the Diamond Match Company and New York Biscuit Company, in both of which corporations he held large blocks of stock as collateral.

At one time Mr. Pullman held 10,000 shares of New York Biscuit, which were worth \$500,000. At their present value this represented \$750,000 in Match and \$500,000 in Biscuit.

Mr. Pullman was also a director and heavy stockholder in the Merchants Loan and Trust Company, the only banking institution in Chicago in which he is known to have had an interest. Mr. Pullman owned a magnificent office building at the corner of Adams street and Michigan avenue, a fine residence at No. 1725 Prairie avenue, in Chicago, and a summer home at Elberon, N. J., and also considerable real estate in New York City.

A beautiful country home on one of the Thousand Islands called "Castle Thunder" he gave to his daughter, Mrs. Frank Lowden, at the time of her wedding. The active man of late in the management of Mr. Pullman's varied interests has been his son-in-law, Frank E. Lowden, in whose business ability Mr. Pullman had implicit confidence. Mr. Lowden's marriage to Florence Pullman and a romantic interest in the fact that he was the only son-in-law of half a dozen who met with her father's approval. Several of those applicants for her hand and fortune were men of title—one of them being the nephew of the Emperor of Austria—while Mr. Lowden was a poor farmer's boy, struggling to make a living as a lawyer in Chicago. Mr. Pullman favored the young man from the start, and after the wedding put in a commanding interest in the financial world. It is altogether probable that Mr. Lowden will have a great deal to say in the handling of the big Pullman estate.

The Pullman Succession.

It is not thought, however, that he will succeed Mr. Pullman as the head of the great car works, as the voting power is in the hands of railway people, who undoubtedly have candidates of their own.

Besides, Mr. Lowden is a young man and has not as yet mastered the details of the business. General Horace Porter is the vice-president of the Pullman Company, but it is not believed that he will care to shoulder the responsibilities of so vast a concern, especially as Thomas H. Wickes, the second vice-president and operating manager, is by virtue of his position the natural successor to Mr. Pullman.

Mr. Pullman's strike in 1894 Mr. Pullman left the entire management of affairs in Mr. Wickes' hands and did not interfere even though he was a candidate for critical positions.

There are men who remember this, and predict that Mr. Pullman may have made arrangements for the succession of the company to his son, George M. Pullman, Jr., or to his daughter, Miss Lillian Pullman, but it is not believed that either party will have the effect of postponing for a time the wedding of his son George M. Pullman, Jr., to Miss Lillian Pullman, daughter of Mr. Pullman's Richard Olesby, which was expected to take place at an early date. The other son, Sanger Pullman, was married to Miss Lillian Pullman, of this city, but no corroboration of the notice could be had, and friends of both parties say the subject is still in abeyance.

DEBS ON THE STRIKE.

Labor Leader Gives His Version of the Conflict—No Animosity Against Pullman.

Among the most prominent events in Mr. Pullman's life was the strike of the employees at Pullman, who became members of the American Railway Union and which developed into the greatest railway strike in the history of the country. Eugene V. Debs, the founder of the American Railway Union, who is now in this city, and who was sentenced to six months in prison for violation of a Federal injunction regarding the strike, was seen last evening by a Journal reporter and the story of the strike.

Asked for an opinion as to the dead man, Mr. Debs said:

"I have nothing to say about Mr. Pullman himself. I have never regarded him as a personal antagonist. The strike was a conflict between two classes of interests. I fought the battle in my own name, and fought the battle of labor. More than three years have passed since the strike, and certainly long enough to have forgotten the fact that since the strike was inaugurated I have never seen the inside of a Pullman car. I have not sought any attempt at retaliation, but have never known Mr. Pullman personally, nor have I ever seen him, and now that he has gone to the silent majority, I can say, 'Peace to his ashes.'"

The American Railway Union has now ceased to exist. It has merged into the Social Democracy. In New York and Brooklyn there are not enough members of the Social Democracy on any of the surface or elevated lines to cut any figure in case a strike was contemplated.

NEGRO FRIENDS OF KATE CLUM'S ABDUCTORS READY TO FIGHT.

RACE WAR SEEMS CERTAIN.

Henry Mondore's White Mother Stops a Pistol Combat Between Mob and Posse.

WEAPONS WERE ALL READY.

Meanwhile the Girl Stealers Have Taken to the Woods, and Suit to Annul the Marriage Has Been Begun.

Grand Gorge Depot, N. Y., October 19.—All day and all night armed posses searched the woods and mountains for Henry, Frank and Anna Mondore, the abductors of little Kate Clum, but without success. The Mondore negroes have taken to the woods, and their knowledge of the country will make it almost impossible for them to be captured until the cold weather or rainy season sets in. There were more than one hundred farmers at Grand Gorge to-day, and all of them ready to act in the interests of the white people of the county.

It now looks as though the trouble between the Clums and the negroes has narrowed down to a race difference. The negroes has all taken the sides of the Mondores, and they threaten to do violence to any Sheriff or deputy who dares to make an arrest. This high feeling was manifested early this morning, when a posse headed by Sheriff Griffin, of Stamford, N. Y., surrounded the house of Henry, Frank and Anna Mondore. Do not kill the Mondores live. Hardly had the men got to the house than eight negroes, all armed with pistols, rushed out of the house, drawn on both sides with their rifles prominent when the mother of the Mondore negro rushed out of the house. She is an aged white woman, and was stolen from her home just as Kate Clum was by her son.

Just Stops a Fight.

"Don't shoot, gentlemen," she said. "Henry is not here. Neither is Frank nor Mary. Oh, don't shoot!"

In the meantime the posse had drawn pistols, and stood ready to fire at the command of Sheriff Griffin. The negroes were lined up a distance of fifty feet, with pistols drawn and ready for action. The old white woman was not a moment too soon when she rushed between the hostile men. Her pistol was at once lowered. A big mulatto stepped forward. "This is my mother," he said. "For God's sake lower your pistols. Do not kill her. Lower your guns, Henry is not here. Neither is Frank nor Anna nor Mary. They have gone."

As he spoke, the old woman reeled. Then she fell in a faint into his arms, and the negroes turned to carry her into the house. Before then came the posse. The house was searched, but none of the persons accused of abducting the girl was found. As the posse left the house, the negroes occasionally a pistol was fired directly into the crowd, and then there was a yell which was echoed and re-echoed through the hills.

All Monday night the posse searched. Every house occupied by negroes in the neighborhood of Grand Gorge was gone through, and at each place recruits joined the angry and half-drunken ranks of negroes. By Tuesday morning one hundred or more negroes were following the posse, and there would surely have been blood shed had the posse found the man and women for whom they had warrants.

All Anxious to Fight.

It was not till after they had that the negroes disbanded. By that time the crowds of farmers, all armed and anxious for fight, who had gathered at Murphy's Hotel, learned of their hostile demonstrations and determined to act. The farmers had already started for Grand Gorge and a feeling of vengeance to the abductors of Kate Clum, and they started out to add the posse in case of attack. Had this army of armed men run across the negroes quick work would have been made of them. They were all armed and angry.

Henry, Frank and Anna Mondore are thought to have gone to Teaneck, N. J., but requisition papers are being got out for them, and it is generally expected they will be arrested in the near future. In the meantime the mountains are still being searched, and if they are found, they will be taken to Grand Gorge and a lynching will take place. The posse of the law are powerless to prevent this, so high is the feeling. Henry Clum, the father of the wronged and ruined girl, is in constant danger. The negroes have threatened his life and will kill him should he be taken to the mountains or in the town without a guard.

Attorney C. L. Andrus, of Stamford, N. Y., who represents the Clums, has begun a civil suit against the Mondores of the little girl to the negro, on the grounds that she was not only under marriageable age, but that she was wronged and irreparably injured when she was taken to Haverstraw and made to sign the marriage contract.

BLACK AND WHITE BATTLE ARRAY.

Negro Friends of Kate Clum's Abductors Ready to Fight.

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There are men who remember this, and predict that Mr. Pullman may have made arrangements for the succession of the company to his son, George M. Pullman, Jr., or to his daughter, Miss Lillian Pullman, but it is not believed that either party will have the effect of postponing for a time the wedding of his son George M. Pullman, Jr., to Miss Lillian Pullman, daughter of Mr. Pullman's Richard Olesby, which was expected to take place at an early date. The other son, Sanger Pullman, was married to Miss Lillian Pullman, of this city, but no corroboration of the notice could be had, and friends of both parties say the subject is still in abeyance.

EFFECT ON WALL STREET.

Pullman Stock Goes Down on Receipt of the News, But Rallies at Once, Company in Excellent Shape.

Beyond a sudden chill to the stock market when the news of the death of George M. Pullman was received in Wall Street, there was little change in the prices of stocks. Of course, Mr. Pullman was a very large holder of the stocks of many of the roads over which the parlor and

DEBS ON THE STRIKE.

Labor Leader Gives His Version of the Conflict—No Animosity Against Pullman.

Among the most prominent events in Mr. Pullman's life was the strike of the employees at Pullman, who became members of the American Railway Union and which developed into the greatest railway strike in the history of the country. Eugene V. Debs, the founder of the American Railway Union, who is now in this city, and who was sentenced to six months in prison for violation of a Federal injunction regarding the strike, was seen last evening by a Journal reporter and the story of the strike.

Asked for an opinion as to the dead man, Mr. Debs said:

"I have nothing to say about Mr. Pullman himself. I have never regarded him as a personal antagonist. The strike was a conflict between two classes of interests. I fought the battle in my own name, and fought the battle of labor. More than three years have passed since the strike, and certainly long enough to have forgotten the fact that since the strike was inaugurated I have never seen the inside of a Pullman car. I have not sought any attempt at retaliation, but have never known Mr. Pullman personally, nor have I ever seen him, and now that he has gone to the silent majority, I can say, 'Peace to his ashes.'"

The American Railway Union has now ceased to exist. It has merged into the Social Democracy. In New York and Brooklyn there are not enough members of the Social Democracy on any of the surface or elevated lines to cut any figure in case a strike was contemplated.

NEGRO FRIENDS OF KATE CLUM'S ABDUCTORS READY TO FIGHT.

RACE WAR SEEMS CERTAIN.

Henry Mondore's White Mother Stops a Pistol Combat Between Mob and Posse.

WEAPONS WERE ALL READY.

Meanwhile the Girl Stealers Have Taken to the Woods, and Suit to Annul the Marriage Has Been Begun.

Grand Gorge Depot, N. Y., October 19.—All day and all night armed posses searched the woods and mountains for Henry, Frank and Anna Mondore, the abductors of little Kate Clum, but without success. The Mondore negroes have taken to the woods, and their knowledge of the country will make it almost impossible for them to be captured until the cold weather or rainy season sets in. There were more than one hundred farmers at Grand Gorge to-day, and all of them ready to act in the interests of the white people of the county.

It now looks as though the trouble between the Clums and the negroes has narrowed down to a race difference. The negroes has all taken the sides of the Mondores, and they threaten to do violence to any Sheriff or deputy who dares to make an arrest. This high feeling was manifested early this morning, when a posse headed by Sheriff Griffin, of Stamford, N. Y., surrounded the house of Henry, Frank and Anna Mondore. Do not kill the Mondores live. Hardly had the men got to the house than eight negroes, all armed with pistols, rushed out of the house, drawn on both sides with their rifles prominent when the mother of the Mondore negro rushed out of the house. She is an aged white woman, and was stolen from her home just as Kate Clum was by her son.

Just Stops a Fight.

"Don't shoot, gentlemen," she said. "Henry is not here. Neither is Frank nor Mary. Oh, don't shoot!"

In the meantime the posse had drawn pistols, and stood ready to fire at the command of Sheriff Griffin. The negroes were lined up a distance of fifty feet, with pistols drawn and ready for action. The old white woman was not a moment too soon when she rushed between the hostile men. Her pistol was at once lowered. A big mulatto stepped forward. "This is my mother," he said. "For God's sake lower your pistols. Do not kill her. Lower your guns, Henry is not here. Neither is Frank nor Anna nor Mary. They have gone."

As he spoke, the old woman reeled. Then she fell in a faint into his arms, and the negroes turned to carry her into the house. Before then came the posse. The house was searched, but none of the persons accused of abducting the girl was found. As the posse left the house, the negroes occasionally a pistol was fired directly into the crowd, and then there was a yell which was echoed and re-echoed through the hills.

All Monday night the posse searched. Every house occupied by negroes in the neighborhood of Grand Gorge was gone through, and at each place recruits joined the angry and half-drunken ranks of negroes. By Tuesday morning one hundred or more negroes were following the posse, and there would surely have been blood shed had the posse found the man and women for whom they had warrants.

All Anxious to Fight.

It was not till after they had that the negroes disbanded. By that time the crowds of farmers, all armed and anxious for fight, who had gathered at Murphy's Hotel, learned of their hostile demonstrations and determined to act. The farmers had already started for Grand Gorge and a feeling of vengeance to the abductors of Kate Clum, and they started out to add the posse in case of attack. Had this army of armed men run across the negroes quick work would have been made of them. They were all armed and angry.

Henry, Frank and Anna Mondore are thought to have gone to Teaneck, N. J., but requisition papers are being got out for them, and it is generally expected they will be arrested in the near future. In the meantime the mountains are still being searched, and if they are found, they will be taken to Grand Gorge and a lynching will take place. The posse of the law are powerless to prevent this, so high is the feeling. Henry Clum, the father of the wronged and ruined girl, is in constant danger. The negroes have threatened his life and will kill him should he be taken to the mountains or in the town without a guard.

Attorney C. L. Andrus, of Stamford, N. Y., who represents the Clums, has begun a civil suit against the Mondores of the little girl to the negro, on the grounds that she was not only under marriageable age, but that she was wronged and irreparably injured when she was taken to Haverstraw and made to sign the marriage contract.

THE PULLMAN FORTUNE.

It is Estimated at From Ten to Forty Millions—Wicks His Probable Successor.

George M. Pullman left a fortune variously estimated at from \$10,000,000 to \$40,000,000. To share this there are his widow and four children. In what proportion the estate will be divided is not known to the public or to any aside from his lawyers. It is surmised that he has died it up in the hands of trustees, so as to protect his corporate interests and prevent a loss incident to cutting up the property.

For many years Mr. Pullman's great wealth, his interests were not very diversified, his general business plan being to centralize his holdings as much as possible. He was the controller and largest individual stockholder in the Pullman Palace Car Company, but it will surprise people to know that out of the total capital of \$24,000,000 only about \$5,000,000 was in Mr. Pullman's name. This stock, at its present market price, 170, amounts to \$850,000.

Another heavy interest of Mr. Pullman was in the Diamond Match Company and New York Biscuit Company, in both of which corporations he held large blocks of stock as collateral.

At one time Mr. Pullman held 10,000 shares of New York Biscuit, which were worth \$500,000. At their present value this represented \$750,000 in Match and \$500,000 in Biscuit.

Mr. Pullman was also a director and heavy stockholder in the Merchants Loan and Trust Company, the only banking institution in Chicago in which he is known to have had an interest. Mr. Pullman owned a magnificent office building at the corner of Adams street and Michigan avenue, a fine residence at No. 1725 Prairie avenue, in Chicago, and a summer home at Elberon, N. J., and also considerable real estate in New York City.

A beautiful country home on one of the Thousand Islands called "Castle Thunder" he gave to his daughter, Mrs. Frank Lowden, at the time of her wedding. The active man of late in the management of Mr. Pullman's varied interests has been his son-in-law, Frank E. Lowden, in whose business ability Mr. Pullman had implicit confidence. Mr. Lowden's marriage to Florence Pullman and a romantic interest in the fact that he was the only son-in-law of half a dozen who met with her father's approval. Several of those applicants for her hand and fortune were men of title—one of them being the nephew of the Emperor of Austria—while Mr. Lowden was a poor farmer's boy, struggling to make a living as a lawyer in Chicago. Mr. Pullman favored the young man from the start, and after the wedding put in a commanding interest in the financial world. It is altogether probable that Mr. Lowden will have a great deal to say in the handling of the big Pullman estate.

The Pullman Succession.

It is not thought, however, that he will succeed Mr. Pullman as the head of the great car works, as the voting power is in the hands of railway people, who undoubtedly have candidates of their own.

Besides, Mr. Lowden is a young man and has not as yet mastered the details of the business. General Horace Porter is the vice-president of the Pullman Company, but it is not believed that he will care to shoulder the responsibilities of so vast a concern, especially as Thomas H. Wickes, the second vice-president and operating manager, is by virtue of his position the natural successor to Mr. Pullman.

Mr