

GEORGE M. PULLMAN DEAD

The Great Car Builder Taken Off Suddenly.

HEART DISEASE THE CAUSE. Was Apparently in His Usual Health in the Evening.

At 5 o'clock in the Morning His Spirit fled. The Great Shop had Started as Usual Yesterday Morning Before the News Got Out—Twelve Hours Prior to His Death He Was at Work in His Office—Mrs. Pullman Was in New York When It Happened.

Chicago, Oct. 19.—George M. Pullman died suddenly of heart disease at 5 o'clock this morning.

Mr. Pullman's death occurred in his home at the corner of Prairie-avenue and 18th-street. Mr. Pullman retired last evening at his usual hour, but was somewhat early. He was apparently in his ordinary health, and there was no indication of his demise, or indeed any premonition of illness.

Mr. Pullman was at his office in the Pullman building up to 5 o'clock yesterday attending to business. Nothing unusual was noticed by his associates. Mrs. Pullman was in New York when her husband passed away.

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 men began to inquire as to the feeling of the townspeople on the subject. The event had been so sudden and unexpected 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. Immediately, however, preparations were made to close the shops and for the proper observance of Mr. Pullman's obsequies. While security in good health, Mr. Pullman had been complaining during the last three or four days of the hot weather, and of feeling rather uncomfortable. After leaving his office at 5 p.m., he remained at his residence all the evening. About 4:30 o'clock this morning he awoke, called his body servant to his bedside, and spoke of again feeling uncomfortable. Finally, he requested that the family physician, Dr. Billings, be sent for.

In the meantime, hearing through the servants of Mr. Pullman's indisposition, Rev. Dr. Charles H. Eaton of New York, an intimate friend of the Pullman family, and a member of the family, went into the sick man's bed-chamber. Mr. Pullman rapidly grew weaker, and a second physician, Dr. Billings, but before the doctor reached the house Mr. Pullman had died.

Mr. Pullman's death affected the Chicago stock market quite appreciably. He was said to have been a heavy holder of both Diamond Match and New York Biscuit securities, two of the most active stocks listed on the local exchange. When the announcement of Mr. Pullman's death was posted up on the bulletin board, it caused a break in the latter stock, and a similar condition of affairs in the Board of Directors of the Chicago Biscuit Company.

The death of Mr. Pullman, besides leaving a vacancy in the Pullman family, also created a similar condition of affairs in the Board of Directors of the Chicago Biscuit Company.

The value of Mr. Pullman's estate is estimated as being between \$25,000,000 and \$30,000,000. He was undoubtedly one of the richest men in the United States.

Sketch of His Life. George Mortimer Pullman was born in Chautauque County, N.Y., March 3, 1831. At 14 years he began life as a clerk in a country store, later associating himself with an older brother in the chit-mauk business at Albion. It came to Chicago in 1859, and at first engaged in the business of raising of buildings, elevating entire blocks a number of feet by bringing in up new street grades. While riding in an old-fashioned street car from Buffalo to Westfield, N.Y., it occurred to him that there was a field for building comfortable sleeping cars. From 1860 to 1863 he made a series of experiments on the Chicago and Alton and Galena roads. From these experiments he worked out detailed plans. A workshop was rented, skilled mechanics employed, and Mr. Pullman threw himself into the task with the ardor of a man who moves from set-to-set convictions. Although without medical training himself, he personally directed the work of others in all the minor details of putting the ideas he had originated into material form.

The first car, the "Pioneer," was completed early in 1865, and at once took rank as the most perfect railway vehicle the world had ever seen. This was the beginning of the Pullman system, which has grown to the present enormous proportions. Mr. Pullman was identified with almost every public enterprise in Chicago.

The industrial town of Pullman which in the city limits of Chicago now contains over 11,000 inhabitants. Mr. Pullman was a brother of Rev. Dr. J. M. Pullman of New York, former editor of The Christian Leader.

Mr. Pullman Left for Home. New York, Oct. 19.—Mrs. George M. Pullman left immediately for Chicago this morning on receipt of the news of her husband's death.

Three Children Burned to Death. Richmond, Va., Oct. 19.—At Lovensburg, while Mrs. H. Wallace was in the yard yesterday, an oil can exploded in her house. The flames spread so rapidly that she could not rescue her three small children, all of whom were burned to death.

4 Run-aways at Struce. St. Louis, Oct. 19.—When Mr. and Mrs. William Sutton were out driving this afternoon their horse became frightened and ran out. He was thrown on his head and shoulders and, badly injured. Mrs. Sutton was thrown from the horse and sustained a fracture of her left hip bone.

One of the greatest blessings to parents is Mother Gray's Wet Exterminator. It is a marvelous manner to the little one, ed

LONDON AND THE OUTSIDE.

A Wrangle Between the City and Township of Westminster owing to the Proposal to Annex Property.

Premier Hardy and Hon. Messrs. Harcourt and Davis were interviewed yesterday morning by a deputation of warring factions from London, out, and adjoining townships. The delegation included the following: From the City of London—Messrs. Ald. Drayton, O'Meara, George Taylor, Parnell, Stevely and Hunt, City Solicitor Meredith and Waterworks Engineer and George North. From Westminster Township—Messrs. Hodge, Solicitor Cannon, Councilors McLeod and Down. The London Street Railway was represented by Manager Carr, Superintendent Porter and Solicitor H. Bellinza and G. H. Levy. T. H. Hobbs, M.L.A., accompanied the party.

The city came to seek an order-in-Council annexing the two strips of land about two miles in length, either side of the Thames River, and in the Townships of London and Westminster, respectively. The city owns most of the lands in question and desires that they be brought within the corporation so as to provide for the protection of the Waterworks Park at Putney.

The representatives of the townships objected to the application, on the ground that the incorporation would destroy the township taxation system, and at the same time subject the property taken in to increased assessment rate of the city, the street railway raised similar objection. The Attorney-General will consider the application.

DOCTOR BESSEY'S PLEA. Says He is Not Guilty of Murder—The Body of Mrs. Thomas Will be Exhumed Today.

Dr. W. E. Bessey, 45 Carlton-street, pleaded not guilty to a charge of murder preferred by the relatives of the late Mrs. Jennie Thomas, when he appeared in the Police Court yesterday, and without any evidence being taken, the case was laid over until Monday.

The Magistrate has no power to grant bail in such a case, the doctor will have to spend the night in jail.

The remains of Mrs. Thomas, which are interred in Mount Pleasant cemetery, will be exhumed today, and tomorrow Coroner Johnson will hold an inquest. The work of the prosecution will be actively pushed.

NEW TIMBER REGULATIONS. A Change of Policy Decided Upon in regard to the Northwest and Manitoba.

Ottawa, Oct. 19.—The Government has decided upon a change of policy relating the timber regulations applicable to the Northwest and Manitoba, the aim being to maintain permanent timber reserves. With this object in view the heavy timber belts will be fenced with young trees by the settlers, but the latter will be allowed to take the material in the dead and the fallow trees.

It is the purpose to expend money to lay out a proper fire guard, a considerable sum having been appropriated last session for this purpose. On the tops of these reserves are numerous lakes, and a second fire guard will be laid out with wide roads, which when completed will form a complete barrier to the progress of a fire. The open space and the lakes should effectually prevent any further ravages and act as a reliable fire break.

Trinity and Wycliffe Exams. Editor World: My attention has been drawn to three letters signed respectively "Truth" and "Churchman," which appeared in last week in your widely-circulated journal. I forbear to comment upon the spirit manifested in these communications, but would draw the attention of your readers to the actual facts of the case, and leave them to draw their own inferences.

The papers set in examinations conducted under the authority of the Provincial Synod of Canada are exactly the same for all candidates, from whatever colleges they may come, and the different subjects. The only exception is that which is exclusively provided for in the Canon of the Provincial Synod, which permits alternative text books in dogmatic theology. At present the text books agreed upon and prescribed by Trinity College, Toronto, and Wycliffe College, Leamington, and King's College, Windsor, Nova Scotia, are the works of Martineau, Keble, and Kingsley, and those of Martineau, Keble, and Kingsley, and those of Martineau, Keble, and Kingsley.

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CONVOCAION AT TRINITY.

Students Were in the Best of Good Humor

AND MADE THINGS LIVELY.

The Young Ladies of St. Hilda's College Given a Warm Reception.

Who Were on the Platform—Chancellor Allan Sprague's Progress of the Institution—The College, He Says, Must Keep up With the Requirements of the Times—It is Not a Secret Institution—Annual Session by Rev. Prof. Clark.

Convocation Hall at Trinity College presented an animated appearance yesterday afternoon. The occasion was the conferring of degrees and the presentation of the medals, prizes and scholars to Chancellor Allan. The event assembled a large number of dignitaries, as well as many friends and relatives of the students, which latter enlivened the proceedings and prevented any dullness by songs, college songs and numerous and pleasant personal allusions. Some time before the college authorities entered the hall, the place was packed with a crowd, the majority of whom were ladies, among whom were the lady students of St. Hilda's College. The students filled the large gallery at the end of the hall and from thence resounded a wonderful melody, which was interrupted by the playing of the organ. The choir, which was led by the Rev. Prof. Clark, sang "By the Way of the Sea," and the faculty entered the hall in time to hear the "Prayer of the Day," which was read by the Rev. Prof. Clark, and which changed into a grand chorus of welcome to the ladies of St. Hilda's College, who passed up the ranks of the faculty and took their seats on the platform.

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RELIGION AND INSURANCE.

Here's a Company That Makes Its Agents Begin the Day With Prayer—A Brevity Court Suit.

According to evidence adduced yesterday in the Division Court, the agents of the Metropolitan Life Insurance Company, in this city, commence the day with prayer. The company was sued by W. Waterworth, who claimed \$100 as a bonus, re lost his suit, but some interesting evidence was given. It appears that the agent assembled in the morning and sang the Metropolitan Dology for 1896. It reads as follows:

He with us in our work, O Lord: Be here and everywhere adored. Our labors bless, and grant that we may rest in Paradise with Thee. This is followed by "Our Creed for 1896," which runs:

"We believe that the Metropolitan Life Insurance Company has furnished us, through the medium of the managers, instruction, books and circulars, letters, rules and regulations," which if carried out in the matter will bring success to every one of us. We are, therefore, resolved that we will do our best to keep up with the requirements of the times. It is not a secret institution.

PRISON BINDER TWINE. Petition Asking the Government to Discontinue Its Manufacture of Binder Twine.

Those who are opposed to the manufacture of binder twine at the Central Prison are taking advantage of the present situation with a view to securing the discontinuance of the Government industry, and a petition to the Lieutenant-Governor in the matter is being circulated for signature. It sets out that binder twine and cordage industry in Canada is a growing industry, and that the manufacture of binder twine at the Central Prison is a monopoly, and that the competition of private manufacturers would be able to enter into free competition with the Canadian firms.

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WHITE STAR LINE

Royal Mail Steamers, New York to Liverpool, Calling at Queenstown.

SS. Britannia, Oct. 29, noon; SS. Majestic, Oct. 31, noon; SS. Germanic, Nov. 2, daylight; SS. Teutonic, Nov. 4, noon; Superior second cabin accommodation on Majestic and Teutonic. For further information apply to Charles A. Phipps, General Agent for Ontario, 8 King-st. east, Toronto.

BEAVER LINE TO LIVERPOOL. Lake Ontario, Oct. 13, daylight; Lake Superior, Oct. 20, daylight; Lake Winipeg, Oct. 27, daylight; Lake Huron, Oct. 31, daylight; Lake Ontario, Nov. 10, daylight; Lake Superior, Nov. 20, daylight. Passages rates extremely low. First cabin \$47.50, second cabin \$34.00, steerage \$22.50. For passage apply to S. J. Sharp, 65 Yonge-street; R. M. Melville, corner Adelaide and Toronto; Barlow Cumberland, 172 Yonge-street; Robinson & Heath, 884 Yonge-street; W. Westheimer, Rossin House Block, and for freight rates apply to J. SHARP, Western Freight and Passenger Agent, 65 Yonge-street. D. W. CAMPBELL, General Manager, Montreal.

International Navigation Co.'s Lines. American Line. NEW YORK-SOUTHAMPTON. (London-Paris) Sailing Wednesdays at 10 a.m. St. Paul, Oct. 27, St. Paul, Nov. 3, St. Louis, Nov. 10, Paris, Dec. 1.

Red Star Line. Westernland, Wednesday, Oct. 27, noon; Northwick, Wednesday, Nov. 3, 1 p.m.; Noorland, Wednesday, Nov. 10, noon; Prinsland, Wednesday, Oct. 27, noon; North River, Oct. 27, noon; International Navigation Co., Pier 14, North River, office of Charles A. Phipps, 8 King-st. east, Toronto.

R. M. Melville, General Steamship and Tourist Tickets issued to all parts of the World. Cor. Toronto and Adelaide-Sts. Opp. General F. O. Tel. 1018.

CANADIAN PACIFIC RY. FOR WOODBRIDGE FAIR. WILL ISSUE Return Tickets from Toronto FOR 50 CENTS

Good going and returning only on October 20th. Special train will leave Toronto Union Station at 10:30 a.m. and 12:30 p.m. (noon). Returning leave Woodbridge for Toronto 11 p.m.

GRAND TRUNK RAILWAY SYSTEM. Lehigh Valley R. R. System.

Toronto, Hamilton, Buffalo, New York, Philadelphia, Washington and Baltimore.

The Black Diamond Express. Finest Train in the World. Leaves Toronto 9 a.m. daily (except Sun. 12 noon); passing over the Grand Trunk over the new double track steel bridge in connection with the fast Buford Express New York 9:55 p.m. Train leaving Toronto at 9 a.m. also connects at Hamilton with train for Brantford, Ingersoll, Woodstock and London.

Central Ontario Ry. In connection with Grand Trunk and Canadian Pacific Railways, going south. Trains leave Trenton Junction at 6:30 and 11:30 a.m. and 5:15 p.m. G.P. Railway Junction at 1:45 p.m. Going north, trains leave Trenton Junction 5:50 a.m., 7:30 a.m. and 11:30 a.m.

INLAND NAVIGATION. Niagara Falls Line. EMPRESS OF INDIA and G.T.R. System. Daily at 8:20 p.m. LAST TRIP OF SEASON, OCT. 28.

ST. CATHARINES, NIAGARA FALLS, BUFFALO, ROCHESTER and All Points East. Tickets at all principal offices, at wharf and on board. MILLOT & CO., Agents.

STEAMER LAKESIDE TO ST. CATHARINES. Leaves Yonge-street wharf (east side), at 3:30 daily for St. Catharines, connecting at Port Dalhousie with trains for all points over the Welland Division, Niagara Falls, Buffalo, New York and points east. Tickets at all principal offices, at wharf and on board. MILLOT & CO., Agents.

BELL TELEPHONE COMPANY OF CANADA Limited.

NOTICE TO SUBSCRIBERS. A new Subscribers' Directory is now in the Printers' hands, and Subscribers wishing additional entries should communicate with the Company at their office, 37 Temple-street, before the 15th inst.

WHY PAY RENT?

To enable persons of limited cash resources to become the owners of their homes or places of business, the Directors of the Canada Permanent Loan and Savings Company are prepared to make advances on productive city or town properties, repayable by small instalments on the Sinking Fund Plan.

The following sums paid monthly or quarterly, satisfy both principal and interest for each \$100 advanced:

Table with 5 columns: Term, Monthly, Quarterly, 5 Years, 10 Years, 15 Years. Values range from \$1.00 to \$1.97.

A limited number of properties in the city and suburbs for sale on these terms. For further particulars apply by letter or personally, at the Office of the Company.

H. HERBERT MASON, Managing Director, 14 Toronto-St., Toronto

Eastwoods' Bargain House

Specials in Staple Dry Goods. Extra fine All-Wool Grey Flannel, 27 in., regular 30c, at 24c; Loch Lomond Flannels, 32 in., regular 14c, at 10c; 18-in. English Huck Towelling, excellent value, at 3c; Scotch Crash Towelling, regular 13c, at 10c; 72-in. Bleached Sheeting, twilled, regular 27c, at 22c; 60-in. Full Bleached Table Linen, regular 65c, at 43c; 66-in. Bleached Table Linen, regular \$1.00, at 83c; 42-in. Pillow Cotton, extra heavy, regular 12 1/2c, at 8 1/2c; 38-in. Roman Striped Sheeting, regular 15c, at 7c.

Oilcloths. Best Rubber Oilcloth, 1 1/4 yard wide, regular 25c, at 20c; Medium-Weight Scotch Linoleum, worth 35c yard, at 21c.

Snaps in Ladies' Vests. Ladies' Fine Vests, long sleeves, winter weight, worth 40c, at 21c; Ladies' Fine Scotch Wool Vests, regular 65c, at 42c; Also a large line of Children's Underwear at 12 1/2c.

Our Millinery and Mantle Department. Is now fully stocked with the choicest goods in the market, which we are prepared to sell at prices that will please you and induce you to purchase.

Eastwoods' Scarlet Front. John Eastwood & Son, Dealers in Bankrupt Stocks, 122 King-Street East (north side), 3rd Door East of Cathedral.

NOW IS THE TIME TO OPERATE.

ROGERS' COALS. HEAD OFFICE 20 KING ST. WEST TORONTO.

ELIAS ROGERS & CO. IMPERIAL TRUSTS CO. OF CANADA, 32 Church Street, Toronto.

Drop in! We keep our office open to sell Coal and we are kept busy with more business in sight. We haven't seen you lately—call around—we will make room for you long enough to take your order and will guarantee satisfaction.

THE STANDARD FUEL COMPANY OF TORONTO, Limited, TEL. 863, 1836.

CHARCOAL! CHARCOAL! CHARCOAL! Buy it from your grocer or hardware store. If it happens to be such a back number as not to have it in stock, please us at 414.

HAMILTON & CO., 79 and 81 George St., FOR SALE. WHEELOCK ENGINE, 150 H.P., Cylinder 18x42. Goldie & McCulloch, - Makers. Two Mire Gears, Nos 91 and 92; some heavy shafting, large and small pulleys, langes and boxes, upright drag saw - complete with two axes, 2 1/2-in. circular saw, belt etc. Apply to G. TOWNER, 30 Wellesley St., Toronto.

WYKE NUGGETS

MINE right here at your

S in the new "Klondy" gold finish—we have it the latest fad in 1900.

"BOOM" have we been so our prices—when you eat in the Dominion—sold SEE US.

Co. 19 and 21 RICHMOND WEST

essy Men COATS

cord—box shape—lapped fashionably as the best in—the very newest and at ever shown for

13.00

12.00

DOCKS.

Mining Broker, Adelaide-Street East, Toronto.

ESTATE NOTICES. HER MAJESTY'S SURROGATE Court of the County of York.

LOCK, MILLER, CROWTHER & MONTGOMERY, 27 Yonge-street, Toronto, Ont. Solicitors for the Toronto General Trusts Company.

NOTICE TO CREDITORS—In the matter of Thomas W. Howard City of Toronto, in the County of York, Barrister-at-Law, insolvent.

DEPARTMENT OF CROWN LANDS.

TICKETS & PARKER, Solicitors for Assignees.

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