

GRAND
TRUNK
RAILWAY
WRECK
GUELPH
SEPTEMBER
1903

FATAL WRECK NEAR GUELPH.

Two Dead and Several Seriously Injured.

DOWN AN EMBANKMENT.

Passenger Car Landed in a Swollen Creek.

One Child Was Drowned and Another Fatally Hurt—Many Passengers Cut and Bruised.

(Special Despatch to The Globe.)

THE DEAD.

Charles Houston, Petherton, aged 2 years.

Lillian Irvin, Niagara Falls, New York, infant child of Wm. Irvin.

DANGEROUSLY INJURED.

J. J. Houston, Petherton, face and head hurt.

Mrs. Houston (wife of above), shoulder fractured, shock and exposure.

A. Cheeney, mail clerk, skull fractured.

Philip Farley, Drayton, face, hands and body badly burned.

In addition to the above, some thirty persons were more or less injured, including Judge Jameson of Guelph, who suffered from a broken arm.

Guelph, March 18.—This morning at 11:30 a serious run-off took place on the Wellington, Grey & Bruce branch of the G.T.R. at Keating's farm, some six miles north of this city. The morning train going north, in charge of Engineer Hazelwood and Conductor Jas. Lillis, left Guelph shortly after 11 o'clock, and was running at a fair rate of speed when the accident took place.

The train consisted of a baggage car, accommodation, mail and smoking car and a first-class coach. The engine remained on the track, the tender was partially derailed, and the baggage car and two passenger cars turned over and slid down a 15-foot embankment.

GTR engine 303

September 19
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Toronto Globe

Six miles north
of
Guelph.

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Ralph	six miles north of this city. The morn-	ront
Ianaimo,	ing train going north, in charge of En-	chor
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Ontario	remained on the track, the tender was	M
	partially derailed, and the baggage car	Ang
	and two passenger cars turned over and	tion
	slid down a 15-foot embankment.	milk
	into a Creek Bed.	out
	The car that first left the rails seems	Mr.
	to have been the passenger coach, and	teac
	it apparently pulled the combination	inies
	smoker and mail coach off after it. For-	near
	tunately the cars in leaving the track	ther
	held together, with the exception of the	N
	passenger coach, which was projected	for
	into the bed of a creek swollen by the	He
	spring thaw. The coach, at a distance	time
	of 50 feet from the track, turned part-	"W
	ly over on its side, and in a few sec-	this
	onds had about two feet of water in it.	Hal
	The saddest incident was the drowning	reti
	of a two-year-old baby in this coach.	noc
	The child, who was the son of J. J.	Th
	Houston, was drowned before the res-	A
	cuers could reach the spot where he	spe
	was.	bo
	Piled in a Heap.	we
	The passengers were all piled in a	: i
	heap on the floor. The uninjured	bu
	broke the windows in the under side of	of
	the coach, and at once proceeded to	wc
	help those unable to rescue themselves.	sc
	The farmers in the vicinity quickly	ly
	reached the scene of the accident, and	w
	assisted in the removal of the most	ha
	seriously hurt from the wreck. Drip-	wi
	ping wet, muddy, and with torn clothes,	
	the injured were speedily recovered,	
	and it was learned that only the one	
	death had taken place.	
	A Passenger's Story.	
	One of the most graphic accounts of	

September 19
1903

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Piled in a Heap.

The passengers were all piled in a heap on the floor. The uninjured broke the windows in the under side of the coach, and at once proceeded to help those unable to rescue themselves. The farmers in the vicinity quickly reached the scene of the accident, and assisted in the removal of the most seriously hurt from the wreck. Dripping wet, muddy, and with torn clothes, the injured were speedily recovered, and it was learned that only one death had taken place.

A Passenger's Story.

One of the most graphic accounts of the accident is that given by the Rev. L. O. Stringer, residing at 240 Carlton street, Toronto. He said:—"I was in the rear car with my friends at the time the accident happened. After the car jumped the track it dragged along for a short distance. It reminded me of shaking marbles up and down in a box. This lasted about three seconds, and then we felt the car going and it seemed like a dream until we woke up and found ourselves in the water. Then we heard a mother calling out that her child was in the water and could not get out. The little one had got underneath one of the seats and was drowning. People were dazed for a minute, but the child was got out almost immediately, and Dr. Savage started the attempt to resuscitate the child, and shortly afterwards handed it over to me. I spent about half an hour standing in the water trying to bring it to. There was about a foot and a half of water where it was. In one end of the car there were about two feet and in the other half a foot. I was on the upper side and wonder that I escaped as well as I did. The only inconvenience I feel is that caused by the cold water in which I was standing for so long."

"Those in the fore part of the car were hurt the more on account of the breaking in of the car. I think

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September 19
1903
Globe.

11	a set of Scottish pieces entitled "From in 18
rate	it was about 1:30 or 2 o'clock before the relief train came. Of course they had to go in with the rigger."
ce.	Mr. Stringer is a missionary of the Anglican Church at Herschel, a station in the arctic circle about 2,000 miles north of Edmonton. He is here on a visit, and with his lay assistant, Mr. W. D. Young, and Mr. Hallam, a teacher at Ridley College, St. Catharines, was proceeding to Pinkerton, near Kincardine, to attend his brother's wedding.
car,	Mr. Young is badly cut over the forehead and bruised all over his body. He was rendered unconscious for a time, and on recovering remarked: "Well, had we been with a dog train this would not have happened." Mr. Hallam was uninjured, and all three returned to Toronto with the afternoon train.
car	The Second Death.
gine	An auxiliary train was sent out as speedily as possible, with doctors on board, and the more seriously injured were taken to the hospital at Fergus. Shortly after she had been removed to the home of Mr. John Black, Lillian Irvin, infant daughter of Wm. Irvin, of Niagara Falls, N.Y., succumbed to her injuries. At a late hour tonight a message from Fergus stated that mail clerk Cheeney was in a critical condition, his skull having been fractured, and that Mrs. Houston was in a very dangerous state. The others were reported upon as follows:—
was	Austin Houston, son, fractured hip.
car	Philip Farley, Drayton, very badly burned on face and hands and part of body.
and	John Casey, Gladstone, scalp wounds.
and	Annie Nichol, Ayr, badly shaken.
most	Ella Billings, Durham, badly shaken.
Drip-	Lizzie Gowanlock, Port Elgin, scalp wounds.
othes,	Miss Brocklebank, Walkerton, badly shaken.
vered,	Marshal Emory, Parkhead, scalp wound.
one	Henry Carscadden, Virden, Man., hand badly cut.
its of	Geo. Garrett, Goldstone, scalp wound.
Rev.	Rev. W. Hallam, Wycliffe College, scalp wound.
Carl-	James Robinson, Belwood, suffering from severe flesh wound in side, was taken to his sister's home here.
I was	Judge Jameson of Guelph had an arm broken, but is not dangerously injured.
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September 19
1903

Guelph
Toronto Globe

injured.

The Official Statement.

The official statement sent out by the Grand Trunk contains a complete list of the casualties. Many of those set down as slightly injured left for their homes after their wounds were dressed. The statement follows:

At about 11:25 a.m. No. 17, Engine 303, Engineer Hazelwood, Conductor Lillis, was derailed at a point seven miles north of Guelph Junction, on the 2nd district. All the cars in the train, consisting of baggage cars, combination mail and smoker, first-class coach, turned over down a fifteen-foot embankment. The accident occurred on a straight track, which is in perfect gauge and surface, and not shimmed, so that the cause of the accident is unknown. Two officials of the Grand Trunk were immediately on the scene, and an engine and two coaches were sent out from Guelph with doctors, and also from Fergus, to the scene of the accident, as soon as the report was received.

The following is a complete list of the casualties:

Conductor James Lillis, Brantford, seriously injured.

Mail clerk A. Cheeney, Hamilton, seriously injured.

Mr. and Mrs. J. J. Houston, They

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September 19
1903