

40TH YEAR, NO. 16848.

LONDON, ONTARIO, THURSDAY, MARCH 19, 1908.

PRICE ONE CENT.

GRAND TRUNK TRAIN LEFT THE TRACKS;
MANY PASSENGERS WERE INJUREDTwo Children in Wreck Near
Guelph Have Since Died.Condition of None of Passengers
Is Serious.Relief Train With Physicians Went
to Scene From Guelph and
Palmerston.

DEAD.
CHARLES HOUSTON, 2-year-old
child of J. J. Houston, Thessalon,
drowned.
LILLIAN IRWIN, infant daughter
of Mr. Irwin, Niagara Falls, N. Y.,
succumbed to wounds.

SERIOUSLY INJURED.
CONDUCTOR LILLIES, Brantford,
back and shoulder hurt.
MAIL CLERK CHENEY, South-
ampton, skull crushed in taken to
Fergus Hospital, in critical condition.
J. J. HOUSTON, Thessalon, face
crushed.

MRS. J. J. HOUSTON, seriously
injured and very low from shock.
AUSTIN HOUSTON, son of above,
injuries probably fatal.
MISS JESSIE GIBSON, Guelph, arm
broken.

WILLIAM BRENNAN, 502 Napier
street, Hamilton, chest and back hurt.
PHILIP FARLEY, Twelfth Line,
Peel township, chest crushed and
badly bruised.

R. A. TODD, 269 Jarvis street, To-
ronto, left hand and wrist injured and
head hurt.

REV. D. H. MARTIN, Cannington,
tendons of knee torn.

SLIGHTLY INJURED.
WILLIAM ORMSTON, jun., Colum-
bus, Ont.

MRS. GALVIN, 182 Rebecca street,
Hamilton.

JUDGE JAMESON, Guelph, scalp
wound, left arm injured, hand cut.

DR. SAVAGE, Guelph, slight.

GEORGE J. BRAY, Brantford, badly
bruised on arm and shoulder.

MRS. LENDRETH, Berlin, arm and
shoulder badly injured.

MRS. M. McCAW, Guelph, slight.

WILLIAM LAPPNER, Stratsburg,
badly bruised on right side.

MRS. AUGUST HUNT, Berlin, arm
bruised.

W. D. YOUNG, Kingaro, arm and
back hurt.

THOMAS McNAMARA, Guelph,
bruised.

L. RASHKOPSKY, 31 Nelson street,
Toronto, back badly strained.

C. H. PASSMORE, 79 Yorkville
avenue, Toronto, bad cut on head.

THOMAS J. DYE, Enfield.

L. H. CLARK, 63 Isabella street, To-
ronto.

A. W. HOWELL, Ingersoll, hip in-
jured.

H. ROSS, Allison, badly bruised.

MISS FISHER, Burlington.

M. H. PEART, 32 Fuller street, To-
ronto, right eye cut.

A. W. JACOBS, 52 McGill avenue,
Montreal, cuts on both hands.

G. G. COLE, 588 Dovercourt road,
Toronto, cut on head and legs, and ribs
hurt.

C. E. WALDON, 84 August street,
Hamilton, slightly bruised.

WILLIAM GIBSON, Guelph, head
and left arm badly cut.

MISS CHRISTIE, Hamilton.

C. H. SMITH, Listowel.

P. J. LIVINGSTONE, Listowel.

J. E. ROBINSON, Belleville.

MARSHALL EMORY, Parkhead,
scalp wound. In Fergus Hospital.

MR. WILKINSON, Galt.

MRS. IRWIN, Niagara Falls, N. Y.,
ELLA BILLINGS, Durham, badly
shaken. In Fergus Hospital.

MISS L. GOWANLOCK, Orillia.

MISS FERHUTON, Gollistone.

MISS A. O. BOYLE, Drayton.

MISS BROCKLEBANK, Walkerton,
badly shaken. In Fergus Hospital.

GEORGE HUGHES, Niagara Falls,
N. Y.

I. O. STRINGER, 240 Carlton street,
Toronto.

JOHN CASEY, Goldstone, scalp
wounds. In Fergus Hospital.

ANNIE NICHOL, Ayr, badly shaken.
In Fergus Hospital.



SIR LOUIS JETTE.



JUSTICE ARMOUR.

ALASKAN BOUNDARY COMMISSION.

pital, Guelph, this morning. Mr. Mar-
tin was feeling quite cheerful that no
worse injury was received by him than
that to his knee, the tendons being
torn, also that the fatalities had been
so small. He said:

REV. D. H. MARTIN'S STORY.

"I was traveling in the day coach
and was sitting with my nephew, Mel-
ville H. Martin, of Osgoode Hall. His
father is the Rev. Mr. Martin, of Ex-
eter. We were on our way to a funeral
in Mount Forest, and the car in which
we were seated was filled with pas-
sengers. We were sitting in the second
last seat on the left side of the
car and the conductor was in the seat
back of it.

"We felt the bumping of the cars
when we got to this place called Keat-
ing's farm, and the car was taking a
turn to the right. We had not a moment
to think. We had no preparation. No
one thought of getting up to save them-
selves from the impending danger, but
it all happened in the twinkling of an
eye.

A TREMENDOUS JAR

"The instant after the rumbling we
felt the tremendous jar, probably ad-
ded by the car striking the end of the
bridge. But immediately on the feel-
ing of that jar we felt the car going
over its side. There was no enbank-
ment of probably ten feet. As the
coach which broke from the front
jumped the track over it went on its
side. But for a moment it was in the
air. That moment was one of the most
awful moments of silence I ever experi-
enced, not a word seemed to come from
anyone while the car was taking its
leap to destruction. The dust of the
car, so suddenly shaken, seemed to
charge the air, and the coach became
dark. Until the crash came, when the
coach lit on its side there was not a
sound. Then the silence was broken
by the crash as the coach struck the
submerged ground, and the first thing
I heard was the cry from the other end
of the car from a woman whom I af-
terwards learned was Mrs. Irwin, of
Niagara Falls. Her cry was, 'My
baby!' and she seemed distinct could
be heard as all seemed to be moaning
or crying at once.

"I shall never forget the screams of
the women or the groans of those who
were injured. Fortunately no one was
badly pinioned by anything, and an
exit was made as soon as possible by
those who were able to help themselves.
My nephew escaped unhurt, and was
probably the first to get out. He
broke the back door open and as-
sisted me out. I had tried to rise, but
I found my legs were useless to perform
its duties, and I had to be helped out.
In the meantime others who had been
only slightly injured were assisting
those who had been badly hurt.

WATER ENTERED CAR.

"First there was much scrambling to
get up, for many were nearly buried
with cushions and valises, and to make
matters worse the water came into the
car, and this was what caused the
death of the Houston baby.
"I and several others were taken to
the bridge, where we lay until assist-
ance came. Others who were able to
walk managed to get to a few farm-
houses near by. Word was sent to the
city for help, but it was two hours be-
fore a doctor arrived. Now, I'll tell
you, you are lying on the side of the
track after a shock like that two hours
seems a long time. There were quite
a number on the bridge. I remember
the conductor, Mr. Lillies, of Brantford,
was laid there, and a man named Far-
ley, also several other men whose names
I do not know. It was a gory sight as
the people were brought from the wreck.
Nearly all were bleeding and bruised.
Their groans and cries were simply
incomprehensible.

"Mr. Martin is to have an operation
performed upon him this evening or to-
morrow.
Dr. Skinner, of the hospital staff, in-
formed the reporter that the only other
patient was Miss Jessie Gibson, of To-
ronto, made the following statement:
"I was in the rear car with my friends
at the time the accident happened. Af-
ter 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 out
from underneath one of the seats and was
drowning. People were dazed for a
moment, but the child was got out al-
most immediately, and Dr. Savage
started the attempts 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 felt 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
it was about 1:30 or 2 o'clock before
the relief train came. Of course, they
had to go in with the jigger."

SECOND CHILD'S DEATH.

The death occurred last night of the
infant daughter of Mrs. Wm. Irwin, of
Niagara Falls, N. Y., the second child
injured in the accident.

INJURED AT FERGUS

The Recovery of Mrs. Houston Is Not
Expected

At Fergus there are several patients
in the hospital, and of these the most
dangerously wounded are Mr. and Mrs.
Houston, of Thessalon, and Mail Clerk
Chenev, of Southampton. Mrs. Houston's
recovery is not looked for, the shock
and exposure added to her shoulder
being fractured. It is feared, however,
that she will recover. The other three are
in a dangerous condition, and it is feared
that some of the others may prove
more dangerously injured than at first
supposed.

Only two, Rev. Mr. Martin and Miss
Gibson, are at the Guelph Hospital.

The most of the injured were able to
get to their homes.

DRAMATIC HOME COMING.

The special train that had been sent
from Guelph to the scene of the wreck
returned about 3 o'clock in the after-
noon, bringing back about 25 of those
who had been in the accident. The
Chicago train was at Guelph station
at the time and was on the second
track. The relief train was brought
just past the station, so that some of
the wounded were carried out of the
rear of the car, they passed in front
of the Chicago train which was
crowded with passengers. On the other
side were several hundred citizens who
watched with bated breath the removal
from the train of those who were
friends and of those who were
strangers.

St. Joseph's Hospital, being under
quarantine, and the general hospital
having little accommodation at the
present, the majority of the injured
were taken to their homes, and for-
tunately a number of the strangers,
after having their wounds properly
dressed, were able to take the next
train for their homes.

Among those strangers who were
unable to proceed was Mr. R. A. Todd,
of Toronto. His left hand and wrist
were injured and he was so badly
bruised so that through the
night he was delirious.

INJURED IN REAR COACH.

Nearly all those who were badly in-
jured were occupants of the rear day
coach. In this coach, smoking car,
were Mail Clerk Chenev, who is in a
critical condition with a fractured
skull, and Mr. Philip Farley, of Peel,
whose chest was crushed. The latter's
wounds were severe, however, an investi-
gation showed that the cause of the
accident was the smoking car falling
on him.

WHAT CAUSED ACCIDENT.

It is at present impossible to say
what caused the accident. The
General Roadmaster Ferguson, of the
Grand Trunk, was on the train as far as
Morden, which is a little stopping place
between Guelph and the scene of the
accident, but he has no tele-
graph communication. Mr. Ferguson
was among the first to arrive on learn-
ing of the disaster, and he believes
that either a broken truck or a brake-
shoe dragging must have caused it.
The track, he asserts, was in good con-
dition, and the fault must have been
with the car.

Late last night a special train arriv-
ing from Belleville, bringing the com-
pany's solicitor, Mr. Pope, and chief
detective, Mr. R. Day. When spoken
to by The Advertiser they refused to
discuss the matter until an investi-
gation should show what was the cause
of the accident.

County Crown Attorney Peterson was
seen at his office in Guelph about 10
o'clock this morning. He stated that
as he had had so few details of the ac-
cident, that it would take a few days
to get the names of witnesses. He had
therefore telephoned to Coroner John-
ston, of Fergus, to have a jury empaneled
there today, which could view the
remains of the wreck until an investi-
gation should show what was the cause
of the accident.

THE CRITICAL CASES.

A dispatch from Fergus at 2:30 p.m.
says: The condition of the sufferers
from yesterday's wreck is reported as
follows: Mail Clerk Chenev, of South-
ampton, broken shoulder blade, collar
bone, ribs, wound in nose, scalp
wounds, resting quietly, on fair way to
recovery. Mrs. Houston, Thessalon,
fractured shoulder blade and ribs and
probably injured lung, internal injuries
probable, temperature high, suffering
from severe shock, in a very critical
condition; little Austin Houston, son of

above, suffering with a broken thigh
bone, is doing very well. All the other
patients are progressing satisfactorily.
Guelph, Ont., March 19.—One of the
most serious runoffs which has oc-
curred on the Wellington Grey and
Bruce branch of the Grand Trunk took
place about 11:30 yesterday morning at
Keating's farm. Lower Pilkington, a
mile or so below Posenby. The morning
train north was running at a fair
rate of speed when one of the trucks,
it is believed, on the rear coach jumped
the track. The ominous bumping
alarmed the passengers, and then over-
went the coaches. The passenger
coaches went off, apparently, over a
trestle above a creek crossing under the
track, taking a drop of ten feet into
the water, which was swollen by the
spring thaw, and filled the car one or
two feet deep, when it turned on its
side. The back coach looks to have
pulled the smoker and mail coach off
after it. The latter was almost com-
pletely turned over, but it held to the
tender and did not go far down the
bank, which was not high, where it
went off. The tender was not upset,
but its wheels were off the rails. The
engine did not leave the track. From
the culvert to where the engine stood
was about 60 yards. The passengers in
the last coach suffered the most
severely.

AN OFFICIAL STATEMENT.

Master of Transportation Price, of
London, who is here in charge of mat-
ters, made the following official state-
ment at a late hour tonight:

"Local passenger train, No. 17, which
runs between Harrisburg and Palm-
erston, and on this date consisted of
engine 303 (Engineer Hazelwood and
Conductor Lillies), one baggage car,
one mail and smoker, and one day
coach, left Guelph at 11:03 a.m., and
when about seven miles north of
Guelph met with an accident in which
the tender of the engine and three cars
were derailed. About 25 passengers
traveling in the coaches were all more
or less injured, none seriously, with
the exception of two children, one be-
longing to Mr. and Mrs. J. J. Houston,
of Thessalon, and the other to Mrs.
Irwin, of Niagara Falls, N. Y., both
of whom have since died. It is not
possible until a thorough investigation
has been made to give the cause of
derailment, but present indications
point to something going wrong with
a coach. The accident was at once
reported to Guelph, and relief trains
with physicians were immediately dis-
patched from Palmerston and Guelph.
Everything possible was done to re-
lieve the injured passengers, the ma-
jority of whom, after receiving what
medical attention was necessary, con-
tinued their journey on later trains.
The track has been cleared and the
trains are running as usual."

Escaped With Slight Hurts

Accident Happened on Electric Rail-
way at Preston—Brake Attach-
ment Broke.

Preston, Ont., March 19.—A thrilling
accident occurred on the Galt, Preston
and Hespeler Electric Railway here
yesterday afternoon, the miraculous
feature of which was that no lives
were lost. The freight motor hauling
a car laden with wheat was running
down the steep grade on Clare's Hill,
when the air-brake attachment on the
wheat car refused to work properly,
with the result that both cars attained
a terrific speed. Just as the bridge
crossing the Speed River at the foot
of the hill was reached, the heavy
iron-weighted motor car left the rails,
and crashed through two telegraph
poles, ran a third of the distance over
the bridge, and breaking through the
timber guard rail, plunged into the
river below.

In the freight motor were Motorman
Joe Thompson, Conductor R. McWil-
lams, Brakeman Wallace, and the Kir-
kwood. Had the accident occurred a
week sooner, when the river was at
flood tide, the men would have been
drowned like rats in a trap. As it was
they escaped with a drenching, and a
few slight injuries, but the motor car,
which landed on its side, was badly
smashed.

Strange to say, the wheat car contin-
ued its career, running up to the
terminus of the line at Hotel Kress, a
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it left the rails.

It was agreed that the association
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PREMIER ROSS NAMES COMMISSIONERS
TO INVESTIGATE THE GAMEY CHARGESSIR JOHN ALEXANDER BOYD,
Chancellor of Ontario.HON. W. G. FALCONBRIDGE,
Chief Justice High Court of Justice.

THE ROYAL COMMISSION.

MOTOR CRUSHED
THROUGH BRIDGEIt Carried Four Men Down Into
the Speed River.

ESCAPED WITH SLIGHT HURTS

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WITH WARSHIPSU. S. Cannot Get Satisfaction
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HE SHIRKED ALL INTERVIEWS

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