



#### THE DEATH OF MR OLIVER WAKEFIELD. Full Particulars. Dunedin, March 21.

A few minutes before three o'clock the steam motor, with ear attached, was proceeding at ordinary rate along Princessstreet between the Criterion Hotel and Octagon, when it suddenly came to a standstill, exactly opposite the "Morning Herald" office. A. C. Kimball, who was standing on the back platform, jumped off to ascertain the cause, and beheld the body of a man lying at the back of the front wheel of the engine. The engine driver (Peter Sack) and some persons who had observed the accident, extricated the body. On being raised, Mr Wakefield told Mr Kimball who he was, and asked for Mr Larnach, and said the papers on him would give all necessary information. The driver and Mr Larnach at once telegraphed to Judge Ward, and also communicated with Mr E. Wakefield at Timaru. Drs. Maunsell and Scott amputated both legs, but from the ir&t it was seen to be a hopeless case. A few minutes before his death he once more regained consciousness, and recognising Messrs Larnach, Elliott, and other friends who were present, he addressed a few words to them, and then passed away in peace. An onlooker named David B. Lister, who was present when the accident occurred, stated that the unfortunate gentleman was crossing from the "Morning Herald" office towards the establishment of Herbert Haynes & Co., when the affair happened. When in the centre of the road, Mr Wakefield observed an express and the steam motor close upon him. The express was in front of the train, and the engine driver -whistled in order to apprise the express-man of his danger. The latter twisted his horse aside, and Mr Wakefield in trying to escape the express ran between the rails, and dropped down as if overtaken by nervous excitement in front of the engine. The driver, observing him, shut off steam as quickly as possible, but the front wheel passed across the victim's thighs before the

engine came to a stop. Mr Lister states that the driver acted with commendable promptitude. He also states that when Mr Wakefield was extricated, he opened his eyes and exclaimed in a feeble voice, "Oh! Why didn't you stop?" At the request of the member for Selwyn, the inquest was adjourned till Saturday.

Te Aroha News, Volume I, Issue 43, 29 March 1884, Page 6

#### MR. OLIVER WAKEFIELD KILLED BY A TRAM ENGINE. [PER UNITED PRESS ASSOCIATION].

Dunedin, March 20.— Mr. Oliver Wakefield, Under Secretary for Goldfields, who was on his way from Wellington to Melbourne, was killed by a steam tram motor in Princess-street yesterday. Ho was crossing the street, and, in trying to avoid an express wagon, was struck by a tram engine and knocked down, the front wheels running over him, but the engine was stopped before the back wheels could reach him. lie was taken to the Hospital in an unconscious state, where it was found that both thigh bones were severed, and that he had sustained a severe scalp wound. He recovered consciousness at the Hospital. In the Hospital the doctors amputated both legs, and ho lived a very s'-ort time after the operation had been performed. Ho is a brother of Mr. E. Wakefield, M.11.8.

DiTNEUiN, March 21. — In connection with the death of Mr. O. Wake Geld, it is not known whether the train knocked him down or whether he got confused and fell. Some persons on the pavement, who saw the occurrence, believe he lost his nerve tnd fell before it struck him.

Taranaki Herald, Volume XXXII, Issue 4606, 21 March 1884, Page 2

## WAKEFIELD, Felix

(1807–75).

Engineer, and Canterbury colonist.

Felix Wakefield was born in 1807 in Norfolk, the fifth and youngest son of Edward Wakefield (1774–1854) and of Susanna, *née* Crash (d. 1817). He was educated as an engineer but joined his father who was engaged in the silk trade at Blois, France. There, in 1831, he married Marie Felice Elizabeth Baillie, by whom he had six sons and three daughters. In the early 1830s he became Superintendent of Public Works in Tasmania and later farmed, with indifferent success, near Launceston. He returned to England in 1847 where he assisted his brother, Edward Gibbon, in his colonising schemes. His notes on the disposal of wastelands in colonies were edited by his brother Daniel in 1849 and issued as instructions to the New Zealand Company surveyors. He joined the Canterbury Settlement in 1851 and for the next three years he farmed near Christchurch. In 1854 Felix returned to England, where he was made Principal Superintendent of the Army Works Corps in the Crimea with the rank of lieutenant-colonel. There he built the military railway from Balaclava to Sebastopol.

He returned to New Zealand in 1863, and from 1867 to 1870 acted as secretary to James Bradshaw, the Government agent on the Otago goldfields. In the latter year he published a

treatise on horticulture, *The Gardener's Chronicle for New Zealand*. He died at Sumner, Christchurch, on 23 December 1875. Two of his sons, Edward (1845–74) and Oliver (1844–84), attained distinction in New Zealand.