

OCALA EVENING STAR

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FEARFUL RESULT OF FORGETFULNESS

A Terrible Wreck on the Seaboard Air Line at Silver Springs Junction this Morning.

FIVE MEN KILLED AND SEVERAL OTHERS BADLY INJURED

Two Engines and a Score of Freight Cars Crushed Together in a Mountain of Confusion Beneath Which Lies the Bodies of Engineer Wakefield and Fireman Sabb.

A wreck occurred at the big curve near the Silver Springs junction on the Seaboard railroad, three miles northeast of town at 12:29 this morning which, as far as we are able to ascertain, was one of the worst in the history of railroading in Florida. Five men were killed and the sixth will probably die.

A northbound freight train with fifteen or twenty cars, crashed into a southbound freight train with thirty-four cars. Where the trains met the curve is so sharp that one cannot see for two hundred yards and in addition at the time of the wreck a dense fog prevailed.

The terrible head-on collision was caused by the crew of No. 24—northbound—forgetting that No. 11—southbound—was due. This train was late and the northbound crew forgot all about it and that they were running on its time. They should have met in the yards here where No. 24 was made up and started from.

The trains were going at a good rate of speed, as fast as they could go, probably on a sharp curve with heavy trains and the force of the collision was terrific. The two heavy engines locked and crushed into each other, with their tenders and cars on each side, into a shapeless mass of broken and twisted iron, wood and miscellaneous merchandise.

Engineer "Dad" N. M. Wakefield, of No. 11, saw the approaching train and shouted to his fireman, Tom Phillips. Phillips jumped from the engine and had a miraculous escape, being painfully bruised, but not enough to lay him up. Poor old "Dad," one of the road's oldest and best loved engineers, a man of fifty-five years, who had been an engineer for twenty years, was literally buried beneath his engine and the great mass of wreckage, and despite the hard work among the wreckage, could not even up be located up to 1 o'clock this afternoon.

Lee Bess, a negro brakeman who was dead-headed with Wakefield, was killed. We could not learn where his home was.

P. D. Smith, a young white man, barely of age and a head brakeman or flagman with Wakefield, was killed. His home was in Leonard, West Va., where he has a brother Will, as was ascertained by a letter in his pocket.

E. R. Philbrick, of Jacksonville, head brakeman or flagman on northbound train No. 24, a young married man whose home is on Union street, also barely of age, was so badly hurt that he died soon after he was taken to the hospital this morning. His home was formerly in Tallahassee, where his father, a physician, resides.

Fireman Bob Sabb, colored, of No. 24, northbound, was instantly killed at his post of duty and where his body still remains, burned and scalded beyond any semblance of a human being. The body was right against the boiler and death must have been instantaneous. There was no chance to remove the body until the engines were pulled part.

Conductor C. D. Furman of the southbound train, was in the cab at the tail of the train of thirty-three cars and was only shaken up.

Conductor T. A. Jones, of the northbound train, whose home is at No. 24 East Fourth street, Jacksonville, is in the hospital, badly injured, and his engineer, C. W. Johnson, a new man on the road, who has been running a switch engine in the yards at Jacksonville for some time is also seriously injured. His home is in Bridgeport, Ohio.

Conductor Jones had his little son, ten years of age, with him and the lad was not injured. Conductor Jones' escape is a most unaccountable one. It took nearly two hours to dig him from under the wreckage. He was at the head of the train, presumably in the cab and was completely buried beneath the debris.

Engineer Johnson jumped and was caught and partially buried by the wreckage. His escape was very remarkable. Both of these men are in the hospital, where they were brought as soon as possible. Every care has been given them and their wounds dressed. They are in a serious con-

dition and both may be added to the list of the dead.

When news of the wreck reached Ocala all of the available physicians accompanied Dr. H. C. Dozier, local surgeon on the road, out to the scene and did all that could be done for the relief of the sufferers.

The bodies of the two young white men with the negro's body recovered last night are in McIver & MacKay's undertaking rooms, where the bodies of the engineer and fireman still covered with wreckage will be brought as soon as they are unearthed. Messrs. McIver and Owen have prepared the three bodies for burial, cleaning and placing the horribly mutilated remains of the men in decent shape to forward them to their homes as soon as instructions are received. The Seaboard wired Mr. McIver to care for and embalm them and do everything needful until he received further instructions.

The death of "Dad" Wakefield is unusually sad. He leaves a large family in Jacksonville, among them a grown son and daughter and his wife. We understand there are five children in the family. Many of the trainmen gathered around the wreck could not hold back the tears when talking of the old engineer. Every one loved him and he will be sadly missed. He went to his death like the brave old fellow that he was, always expecting it, never afraid. His first thought was of his fireman and his shout of warning to the fireman, who was on the other side of the cab and had not seen the approaching train was what saved his life. When "Dad" has shut off and reversed his throttle, not quite as quick of limb as he once was, there was no time to jump and like so many who follow his calling, went to his death at his post of duty, with the throttle grasped by the hand that had made its last run.

After making an examination of the wreck one is amazed to think that any one escaped alive who was any where near the front of either train. The boilers glanced by each other and the big steam chests lashed. The tank of the southbound is standing straight in the air, literally rolled out like a straight sheet of steel. The tank of the other engine is under the head of the boiler. The cabs of the two engines were ground into kindling wood. The driving wheels the tenders and heavy steel frames of the trucks are crushed and broken twisted and bent. Ten cars are a total loss and a number of others were badly smashed up. One car contained acids and other supplies for an ice plant. There was a solid car of bananas for Tampa; two carloads of phosphate; a flat car loaded with heavy pine lumber; several carloads of merchandise and a car in which Mr. R. S. Hall had shipped two fine horses to Quincy that he had sold to parties there. The above enumerated are all a mass of splintered matter and the contents strewn in all directions. The phosphate and heavy car of timber made the wreck more disastrous. The horses were instantly killed.

Why the wreck did not catch fire is one of the unaccountable things. Had it done so Conductor Jones would have been burned to death before he could have been taken out.

The wrecking train and a great many men were hurried to the wreck and the first duty after caring for the dead and injured, was to pull the cars that were not to badly crippled to roll away from the wreck. Those on this side were brought into the Ocala yard and those on the other side taken to Anthony. No headway was made, in fact no attempt made at clearing the mass of wreckage away today except such as was necessary to locate the body of the engineer. The track laying crew began building around the wreck, but as considerable grading had to be done this will require all night. It is just at this point that a very expensive wreck occurred five or six years ago. Only one person was killed, a colored tramp, but a great many cars were piled up and wrecked.

The passengers on the southbound train last night were brought into this city in hacks, many of them not getting here until daylight. This train

had three private cars, which were sent back the other way. The mail from the north did not reach here until 12:30 today.

Traffic over the Seaboard is being handled over the A. C. L. tracks from here to Gainesville. The wreck will not be cleared before tomorrow night or Monday.

In addition to the loss of life, the monetary loss to the Seaboard resultant from this wreck will run into a large sum of money, not much short of \$100,000, it is thought when all claims are settled. It is one of the worst if not the worst wreck in the history of railroading in Florida, where, owing to the level condition of the country, wrecks are not so common or the fatalities so heavy.

Hundreds of Ocala people, and many from the section about the wreck, visited the place today, and the hackmen of Ocala reaped a rich harvest.

PREPARING FOR CHRISTMAS

A look into the holiday goods department of M. Fishel & Son's will convince anybody that Santa Claus will certainly not pass Ocala by without stopping and leaving happiness to all of those whom he visits this year. At Fishel's you will find the largest line of toys, dolls, games, etc., on display in Ocala and as for novelty goods, lamps, vases and dishes and other household ornaments, they are, as usual, the leaders in assortment and low prices. Messrs. M. Fishel & Son cordially invite you to come and look at the pretty things. 11-27-28

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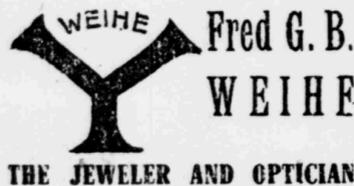
COON CHANGING COLOR

Frankfort, Ky., Nov. 28.—Frankfort has a remarkable scientific phenomenon which is attracting much attention from the physicians of this section of the state. Ben Sayres, a negro, has turned white as a result of coming in contact with poisoned ivy. The scientific explanation of the change is that the pigment of the body has been destroyed by the poison, or by the medicine which was used to counteract it. Sayres is a well known negro shoemaker of Frankfort. He never was black, but was dark skinned and unmistakably a negro. Several weeks ago he was attacked by poison ivy and there was a breaking out all over his body, except on his shoulders. He treated the eruptions with some sort of medicine and recovered from the effects of the poison. Then he was much frightened to notice white spots appearing on his body. He did not know what it meant and thought he was going to die, although he was suffering no pain and was perfectly well. The skin did not peel off, but the color of it slowly began to change, the white spots spreading gradually wherever the medicine had been.

At the end of a few weeks Sayres had turned white all over except on the shoulders, where the medicine had not been put. Now Sayres is as white as any man in Frankfort and would pass for a white man any place. He does not care especially about his condition, but is willing to tell anybody how the process came about.

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