

Finding Aid for MBMS-61 George Silver Collection

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Fonds Description MBMS-61: George W. Silver Collection

16 photographs (including photo postcards)

c.1900-c.1907

George William Silver, the son of George Kenneth Silver and Violet Louise Kaulback, was born at Mahone Bay in 1925. He married Joan Corkum in 1952. The couple had five children. Silver was an avid antique collector and an active volunteer. In 2014, he received a Remarkable Senior Award in recognition of his community service. He died at Mahone Bay in 2017.

The collection consists of postcards and matted photographs depicting Mahone Bay town views, buildings, and the Mahone Junction train station (including some train wrecks).

Records were collected and donated by George Silver, who lived at 97 Pleasant in Mahone Bay, the previous residence of John Hunt (some items may have been found in the Hunt house). The fonds comprises Accession Nos. 2017.11.2-2017.11.8, 2017.11.12-2017.11.15 , 2017.11.17-2017.11.19, 2017.11.23 -2017.11.25.

Other archival records from this donation that were directly connected to the Hunt family were arranged in a separate fonds (MBMS-60: Hunt Family fonds). Some items from this donation were also added to the Mahone Bay Museum's artifact collection.

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Series: Buildings & Streetviews

MB MS	File	Sleeve	Title	Date	Accession #	Conservation Issues	Original (Unless otherwise indicated)
61	1	1	<p>Postcard of a streetview of a large band on Main Street in front of the "Oh My Cod" restaurant building (579 Main Street). This band is the Independent Order of Foresters (IOOF) on Main Street according to "Historic Mahone Bay" on p148,</p> <p>Front says, "Mahone Bay, N.S., Canada" and back has no correspondence.</p> <p>See copy print MBMS-14 2017.1.1</p>	c.1890	<p>2017.11.12 Scanned</p> <p>Can be viewed here: https://www.facebook.com/MahoneBayMuseum/photos/a.10154751219969030/10156721475134030/</p>	Minor staining	B&W real-photo postcard
61	1	2	<p>Postcard with streetview of Main Street near where the cenotaph is with a large dressed up crowd, large archway over the road and sidewalk, and British flags flying.</p> <p>Dental building (530 Main Street) is barely visible in the back on the right.</p>	c.1890	<p>2017.11.13 Scanned</p> <p>Can be viewed here: https://www.facebook.com/MahoneBayMuseum/photos/a.10154751219969030/10156750085679030/</p>	Minor wear on corner	B&W real-photo postcard
61	1	3	<p>Three women, a man next to a bicycle, and a baby in a baby carriage standing in front of a storefront with china in the windows and a sign for "eclipse soap" in the door and two chairs on the front porch.</p> <p>Man with mustache could be John Hunt but did not match his resemblance enough to be added to the Hunt Family Fonds.</p>	c.1905	<p>2017.11.3 Scanned</p> <p>Can be viewed here: https://www.facebook.com/MahoneBayMuseum/photos/a.10154751219969030/10156770922174030/</p>	Wear on matt corners	Sepia R.M. Croft Chester Basin, N.S.
61	1	4	<p>Seven men standing in front of a building that is being built. Two men are holding saws and one is holding a wood planer.</p> <p>Back says, "Construction of Zwicker building now part of Bills store".</p> <p>Photo is featured on p97 of "Historic Mahone Bay"</p>	C.1910	<p>2017.11.8 Scanned</p> <p>Can be viewed here: https://www.facebook.com/MahoneBayMuseum/photos/a.10154751219969030/10156754707224030/</p>	Staining Wear on corner	Rhodes & Corkum Sepia
61	1	5	<p>Postcard with streetview of Main Street with four little girls standing and a man in the background walking. Houses include</p>	c.1910	<p>2017.11.25 Scanned</p> <p>Can be viewed</p>	Wear on sides	B&W real-photo postcard

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			436 Main Street. Front says, "Main Street, Mahone Bay, N.S." and no correspondence on back		here: https://www.facebook.com/MahoneBayMuseum/photos/a.10154751219969030/10156719680454030/		
61	1	6	Tinted postcard with streetview of Main Street featuring side view of C. U. Mader store (Charles Uniacke Mader) and C. F. Zwicker Meat Market with a little girl posing. Front says, "Main Street, Mahone Bay, N.S." and no correspondence on back. See Historic Mahone Bay p 109	c.1910	2017.11.23 Scanned Can be viewed here: https://www.facebook.com/MahoneBayMuseum/photos/a.10154751219969030/10156825595044030/	Wear on sides and staining	Tinted half-tone postcard

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Series: Town Views

MB MS	File	Sleeve	Title	Date	Accession #	Conservation Issues	Original (Unless otherwise indicated)
61	2	1	Tinted postcard with view of the back of town with farmland and trees behind houses and a few church steeples barely visible. Back has correspondence dated May 13, 1909 to Halifax and mentions a ship. Front says "Mahone Bay. N.S. Nature's Beauty Spot".	c.1909	2017.11.18 Scanned Can be viewed here: https://www.facebook.com/MahoneBayMuseum/photos/a.10156770952554030/10156725900249030/	Wear on sides	Tinted half-tone postcard
61	2	2	Postcard with view of Clairmont street filled with cars and the bay in the distance, taken from the current location of the fire station (known as Spion Kop Hill). First building on left was the Masonic Lodge. Front says "Mahone Bay, N.S., Canada" and no correspondence on back.	c.1925	2017.11.24 Scanned Can be viewed here: https://www.facebook.com/MahoneBayMuseum/photos/a.10154751219969030/10156728286874030/	Staining	B&W real-photo postcard
61	2	3	Tinted postcard with view of the town from Oakland with shipyards visible (no three churches visible) with mostly Main Street visible from the water side. Front says, "Halifax and South-Western Railway" and "Mahone Bay, N.S." and no correspondence on the back.	c.1910	2017.11.14 Scanned Can be viewed here: https://www.facebook.com/MahoneBayMuseum/photos/a.10156770952554030/10156743188139030/	Very bent/creased in middle	Tinted half-tone postcard
61	2	4	Tinted postcard with a town view from in behind the Keddy mill (?) with three churches visible in background. Front says, "View of Mahone, N.S., from back of town" and back has no correspondence.	c.1910	2017.11.15 Scanned Can be viewed here: https://www.facebook.com/MahoneBayMuseum/photos/a.10154989657159030/10156752454354030/	Major staining	Tinted Half-tone postcard
61	2	5	Postcard with view of the Town with the three churches and Schnare shipyard and much of Main Street visible. Front says, "Mahone Bay, Town & harbor, N.S." and back has correspondence from 1912 sent to Miss Ellie Kaulback of Conqueral Mills from George.	c.1912	2017.11.19 Scanned Can be viewed here: https://www.facebook.com/MahoneBayMuseum/photos/a.10156770952554030/10156780743859030/	VERY bent and creased in middle	Tinted half-tone postcard

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61	2	6	<p>Postcard with view of the Town with the three churches from Oakland.</p> <p>Tinted postcard dated Aug 22, 1913 with a correspondence sent to Miss Grace McLean from Josie. From says "Mahone Bay (East), N.S."</p>	c.1913	2017.11.17 Scanned	Wear on corner	Tinted half-tone postcard
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Series: Transportation

MB MS	File	Sleeve	Title	Date	Accession #	Conservation Issues	Original (Unless otherwise indicated)
61	3	1	View of train station with a man standing out front with piles of wood on the side. There are lots of pieces of wood around the building, this may be recently after the building was built. According to "Historic Mahone Bay" (p17-18), this station is called the "Mahone Junction" station, the second station in Mahone Bay that was built on the northern edge of town in 1903. There was an accident in 1907 here where the freight shed on the right side of the building where the wood pile is was wrecked (see p18). There is no shed in this picture. Back says "Mahone Bay Station".	c.1905	2017.11.2 Scanned Can be viewed here: https://www.facebook.com/MahoneBayMuseum/photos/a.1015578604667403/10156718790764030/	Wear on matt and photo Writing impression on front Scratches	Sepia on matt
61	3	2	View of train station with a man standing out front and a locomotive engine on the track with a man on the engine. There are lots of pieces of wood around the building, this may be recently after the building was built. According to "Historic Mahone Bay" (p17-18), this station is called the "Mahone Junction" station, the second station in Mahone Bay that was built on the northern edge of town in 1903. Back says "Mahone Bay Station".	c.1905	2017.11.7 Scanned Can be viewed here: https://www.facebook.com/MahoneBayMuseum/photos/a.1015578604667403/10156768570384030/		Sepia on matt
61	3	3-5	Various views of what is believed to be the train wreck at the Mahone Junction Station that took place on February 9th, 1907 where 3 men were killed and another injured when an overloaded freight train crashed into a passenger train. See Appendix A for more information. See more information in "Historic Mahone Bay" p18.	c.1907	2017.11.4 2017.11.5 2017.11.6 Scanned Can be viewed here: https://www.facebook.com/MahoneBayMuseum/photos/a.1015578604667403/10156735906399030/ https://www.facebook.com/MahoneBayMuseum/photos/a.1015578604667403/10156745491214030/ https://www.facebook.com/MahoneBayMuseum/photos/a.1015578604667403/10156730666914030/	Staining	Sepia

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Appendix A: Information regarding the 1907 Mahone Junction Train Wreck retrieved from:
[http://hswdpi.ca/wiki/index.php?title=Crashes and Wrecks on the Halifax and Southwestern](http://hswdpi.ca/wiki/index.php?title=Crashes_and_Wrecks_on_the_Halifax_and_Southwestern)
on November 11, 2018

“Crashes and Wrecks on the Halifax and South Western
By Jim Simmons

With the 1919 Canadian National takeover, came vast improvements in the entire Halifax and Southwestern line. Early rail lines were known for frequent accidents and the Halifax and Southwestern is not to be omitted.

The 1907 Mahone Bay Wreck

There were a number of spectacular crashes on the H&SW, one of the worst being on February 9th, 1907, just a few short months after the railway was open to through traffic from Halifax to Yarmouth. On that morning, freight extra No. 5 left Bridgewater at 5 a.m. via Mahone Junction (11 miles out) for Lunenburg, a total distance of 18 miles. The train was hauled by locomotive No. 1, an eight wheeler. Behind extra No. 5, were two flat cars piled high with lumber, next came three empty flats. Then, 14 more lumber loads also loaded high and as it turns out, not too securely. There was no van. There were only four men in the crew instead of the usual five. The conductor rode in the cab with the engineer and the fireman. The lone brakeman existed as best as he could on the last lumber car exposed to the cold February weather.

The trip began to jinx right from the start. Extra No. 5 stalled on the grade out of Bridgewater east, and the yardmaster had to summon a pusher to get her started again. There after, the extra crawled at a snail's pace up the grades from Bridgewater to Maitland. Their Conductor Walter Driscoll decided that they would never make Mahone summit with the load they had and set off three empties at Maitland siding. At the end of three hours they were only eight miles from Bridgewater when another train came up from behind and gave them a push into Blockhouse, ten miles from Bridgewater and about a mile and a half from Mahone Bay Junction. From Blockhouse, Extra No. 5 toiled along with her 16 loads and to the surprise of everyone on board, almost made it to the summit, stalling only a short distance from the crest.

This train was remarkable for its day being that every car was equipped with air brakes, and the fact that after it stalled it was able to cling to the steep face of the grade instead of rolling back down the hill. A point much stressed by council at the official investigation. Apparently, it was also maintained that there may have been air brakes on the whole train, but air was only coupled up to the five cars closest to the locomotive. The engine was low on steam and Conductor Driscoll said that while Engineer Lou Barteaux was waiting to build up pressure to tackle the hill, he would save time by walking down the track to the junction switch, which he knew was set for the Halifax main line and throw it for the Lunenburg/Mahone branch track.

Meanwhile, No. 3 mixed train at 7:10a.m. had left Lunenburg for Mahone Junction to await the arrival of the regular Halifax bound train bound for Liverpool to pick up passengers and express to eventually connect with the Dominion Atlantic Railway at Middleton.

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This train had been at the junction for some time before Extra No. 5 had reached the summit, had done some necessary shunting, and was now in front of the station, heading west. The engine had not yet been recoupled and freight cars were standing some car lengths down the platform from the passenger cars taking on way freight – a fortunate chance that was to keep a bad wreck from becoming a major disaster.

There happened to be a great amount of bustle on the platform, passengers and intending passengers, friends who had come to see them off, and general mail and express transactions. Farther up near the engine and freight sheds, Section Foreman Willis Low stood waiting for the Halifax train.

Engineer Barteaux, back on No. 5, blew two shorts, indicating intention to move ahead, and at the rear the second engineer watched No. 5's exhaust and manipulated his throttle to synchronize his speed with that of the lead engine. Under this combined power, the sixteen loads walked up the summit. Had the pusher engine coupled her air to the train and stayed with it down the hill, a tragedy may well have been averted. However, No. 5's air held the train so easily on the backslope that no precaution occurred to anyone. When the last lumber car topped the crest, the helper blew a short blast, the brakeman pulled the pin and the helper started back to her own train.

As the lumber train started away fast, Barteaux gave her a touch of air to ease her down but the brakes did not hold. The engineer pulled the reverse lever over and whistled to the brakeman in the rear for hand brakes. Fireman Tom Lynch sprang to the brake wheel on the tender and clubbed it up tight, but the slight drag had little effect. Barteaux was busily working steam against the weight of the train, the same result as gearing down a car on a steep hill. The steel drivers against the steel rails had little effect and No.5 surged on to her doom. Conductor Driscoll, hurrying down the track and still 1200 yards from the switch, heard the whistling and clamor behind him and realized that his train was running out of control. As the engine shot by, her drivers in reverse, Barteaux leaned from the cab and shouted something about "losing his air."

From Mahone summit approaching the main line, the mountain descends in a long, sharp, right hand curve, and about all an engineer could see was a few hundred yards of track and a wall of woods.

The junction switch was about 4400 yards west of the station, and if set to go to Lunenburg the train continues to proceed to a right hand curve to the station and beyond. Barteaux knew from the time card that the mixed train should be standing in the station and he blew his whistle long and urgently, first to warn the crew and passengers to get out of the way and secondly in hope that there might be some trainman near the switch who would sense the danger and throw the switch to the Lunenburg line. At the same time, he manipulated the sand and the steam to attempt to get a grip on the track and check as much as possible the onward rush of the engine.

At the junction, the whistling was heard, but not even the crew of No. 3 seemed to have attached any significance to it. When at last the runaway freight careened into view around the curve only 400 yards away, it became apparent that a collision was inevitable. Everyone at the head end of the express became rooted to the spot. People and passengers at the other end of the platform hardly had time to take in what was going on and most of them didn't even realize that there was even any danger until it was all over. Barteaux continued to blow his whistle to the last second. Then he and Fireman Lynch unloaded and escaped serious injury. A moment later with a crash that was heard miles away, No. 5 plowed into the passenger engine and both were instantly buried under four piled up flat cars and an

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avalanche of flying lumber which also demolished the freight shed. The passenger engine and a box car were driven back until they hit the passenger cars, but this secondary impact was so reduced that only one causality resulted on the train. This was Harry Martin, another H&SW engineer who had been on sick leave and was traveling to Bridgewater to report for duty. He seems to have been the only one to have taken alarm at the whistling, and had just opened the heavy side door of the baggage car to see what was going on when the crash threw it back on one of his hands crushing it severely.

Death and disaster prevailed outside. The startled people on the platform were not slow to realize but for the chance circumstance that the mixed engine had been standing in a position to break the first shock of the collision, the lumber would have rained down right on top of the group, resulting in 30 or more fatalities rather than the actual 4. As the roar from the escaping steam faded away, people ran to the wrecked engines and traced the cries and groans that came from the debris, discovering that three men were trapped but still alive. Low, the section foreman had been buried under a handcar and 10,000 feet of lumber in front of the freight house. Willing hands attacked the grotesquely piled lumber but Low was dead by the time they reached him. He had been hit in the face by a flying plank and his nose driven into his skull. He also suffered a great many other serious injuries including spinal, yet, with all this he lived for some time after the crash.

Enos Crooks, Fireman of the passenger/mixed train had been thrown from his cab and buried under a rain of timber. His left leg had been torn off below the knee; both wrists broken and his right leg holed in such a way as to expose the arteries. In addition, both hips were fractured and there were internal injuries. He lived for a short time after being rescued but died on route to hospital.

Engineer Willard Phelan of the passenger/mixed was extracted from the wreckage of his locomotive cab. Flying timber had severed his left leg, his right fractured in several places and severe internal injuries. Phelan never lost consciousness and as rescuers lifted him from the wreckage he said, "Boys, it's all over for me. My poor wife and child!" He then asked, "What happened to Enos, did he get away?" By 12:30 p.m., the passing track at the junction had been cleared away and H&SW officials rushed Phelan by special train to the Victoria General Hospital in Halifax where he died at 8:30 p.m., conscious to the last.

An inquiry was held and the verdict was that Extra No. 5 was carelessly overloaded and insufficiently manned thereby greatly contributing to the collision.

Crooks left a wife and two children at Lunenburg, Low, a wife and nine children at Fauxberg near Mahone Bay, and Phelan a wife and child at Bridgewater."