CHAPTER TWO

THE NEW WORLD

"The Dominion Coal Company is determined that it shall not recognize the United Mine Workers of America."

G.H. Duggan
Second Vice-President and General Manager
Glace Bay, N.S., 5 July 1909

GINGER GOODWIN SAILED into the New World aboard the City Line’s City of Bombay, 4,165 gross tons, arriving in Halifax on 1 September 1906 after a 10-day voyage from Liverpool via Glasgow and St. John’s, Nfld. He was passenger No. 80442 and was described on the ship’s manifest as “able to read and write, single, miner.” Forty-two of the 174 passengers were miners, 30 of them from Yorkshire. Goodwin was bound for windswept New Aberdeen, a suburb of Glace Bay in the centre of the booming Cape Breton coalfield, bordering the Atlantic Ocean.

Two weeks before the City of Bombay arrived in Halifax, Thomas Boothman, 49, and his sons Thomas Jr., 30, George, 25, and Arthur, 23, arrived on the City of Vienna. The Boothmans were miners from Thornie near Doncaster in Yorkshire, and they too were headed for Glace Bay. The paths of Ginger Goodwin and the Boothmans were to cross and re-cross in Canada.

The events of the next nine years, set against his experiences in the Yorkshire coalfields, transformed Goodwin from a miner into a union and Socialist activist with the goals of improving workplace conditions and bringing in a new society in which economic activity would be based not on profit but on the common good.

1 Sydney Daily Post, 5 July 1909.
2 National Archives of Canada (NAC), ships manifests Halifax, reel T-501 (24 April 1906 to 14 March 1907).
3 NAC ships manifests.
The coal-mining boom in Nova Scotia boosted the urban population of Cape Breton tenfold in ten years, to 26,279 in 1901 from 2,427 in 1891. Dominion Coal Company, organized in 1893 by Boston and Montreal businessmen with an authorized capital of $18 million, was the dominant mining company. The heart of the coalfield was Glace Bay, named for the ice floes in the harbour in springtime. The biggest of the Cape Breton coal towns, Glace Bay contained a dozen communities surrounding individual mines. The population jumped to 16,562 in 1911 from 6,945 in 1901.4

Hundreds of what were called "comfortable residences" were built by Dominion Coal for the miners. But the rapid transformation of earlier small mining villages into the industrial town of Glace Bay brought problems. "The roads were bad; water was scarce and in summer barely drinkable, and as to sewerage it was a thing undreamt of. Under such conditions sanitary matters were for a while a far cry from satisfactory state," wrote C.W. Vernon in 1903.5

Nova Scotian companies produced 6,000,000 tons of coal a year and employed almost 13,000 workers. Dominion Coal produced just over half the provincial tonnage and employed 5,486 miners. The coal industry not only fuelled home and industry but also the Nova Scotia government. Royalties from coal amounted to more than one-third of government revenues of $1,783,647 for the year ended 30 September 1908.6

Goodwin lived in a company "double" house or duplex at 471 Second Street in New Aberdeen, little more than a block away from the newest and most important of Dominion Coal's mines, the huge Dominion No. 2 mine which was also called New Aberdeen Colliery.7 It began producing in 1899 from the six-foot-thick Harbour seam at a depth of 405 feet and from the famous Phalen seam in 1901 at 850 feet. The mine employed 1,900 men and was almost directly across from First Street at West Avenue. The house where Goodwin lived, now privately owned, remains but modern siding covers the old clapboard. It was among 300 houses supplied by Dominion Coal around Dominion No. 2 that included the old Hub and Stirling mines. The detached houses, with front and back yards, were a decided improvement on the crowded row housing that Goodwin knew in Yorkshire. Nearby lived two miners who were to become close friends with Goodwin — Arthur Boothman, who boarded with his parents at Table Head, and Tom Carney

4 David Frank, J.B. McLachlan, a biography (Toronto, 1999).
5 C.W. Vernon, Cape Breton Canada at the Beginning of the Twentieth Century: A Treatise of Natural Resources and Development (Toronto, 1903).
7 Information on Goodwin in Glace Bay was provided by Mildred Howard of Sydney, NS.
Ginger Goodwin lived in this company 'double' house or duplex at 471 Second Street in the New Aberdeen suburb of Glace Bay, NS, after coming to Canada in 1906. He worked at nearby Dominion No. 2 coal mine. Mildred Howard.

at Hub. Ginger, Arthur, and Tom excelled at soccer, skills they acquired in their youth and which were continued in Canada.

In 1909, Goodwin and thousands of other miners were caught up in a difficult strike by the United Mine Workers of America (UMWA) against Dominion Coal. It was, writes historian Desmond Morton, "one of the longest and most bitter strikes in Canadian history. In Cape Breton, it was a civil war as much as a strike." The principal issue was the demand by the UMWA for union recognition and the persistent refusal of this by Dominion Coal which favoured the Provincial Workmen’s Association of Nova Scotia (PWA). The UMWA, founded in 1890 in the US, was the biggest union in North America at the time with a membership in the range of 350,000 to 400,000. It was this size and strength that was sought by UMWA miners in Nova Scotia. Wages, hours of work — the eight-hour workday, common elsewhere, was unknown and men worked ten hours or more — and discriminatory treatment of UMWA miners were also issues. The PWA, limited to Nova Scotia, primarily in coal mines, eschewed strikes and was considered by its opponents to be a company union.

The strike, however, was doomed almost from the start because the miners were divided between the two unions. A referendum in 1908 showed that a slim majority of those who voted preferred the UMWA to the PWA — 2,860 to 2,448. But only 5,308 of 11,000 miners voted. The PWA called a special meeting, refused to let UMWA members in, and passed a resolution setting aside the referendum as unconstitutional and prohibiting agitation for any organization other than the PWA. The press, mirroring Dominion Coal, charged that the UMWA was a foreign organization. But F.A. Acland, deputy federal labour minister, was emphatic in his report that the movement by the miners towards the UMWA appeared "to have been independent of any agitation from the United States" and that the leadership was almost entirely from Nova Scotians. A majority conciliation board supported Dominion Coal in refusing recognition of the UMWA, essentially because it was a US union.

By 23 April 1909, the UMWA leaders had been dismissed by Dominion Coal along with about 1,000 rank-and-file members. These men were generally also evicted from company houses. The union set up tents in vacant fields. The press reported that at least one eviction occurred while a woman was giving birth. The UMWA was rapidly facing a situation where it must either call a strike or walk away from the dispute. The strike began on 6 July 1909 with the company declaring it illegal because 30 days notice had not been given. The company said: "Men on strike will be treated as no longer in the employ of the Company as regards houses, house coal, doctor, or any other privileges they now enjoy ...." G.H. Duggan, second vice-president and general manager of Dominion Coal, was emphatic: "The Dominion Coal Company is determined that it shall not recognize the United Mine Workers of America."

The leases between Dominion Coal and miners for company houses provided that the tenancy ended immediately when the tenant ceased to be an employee of the company. Dominion Coal gave two days notice, then went to court for eviction orders. "The company is using the eviction policy as a means of inducing men to return to work, not without considerable success," said Acland. The company recruited strikebreakers from nearby and abroad. Soldiers — 500 officers and men of the Royal Artillery and the Royal Canadian Regiment — were assigned to Cape Breton and set up camp at the Black Diamond Trotting Park near where Goodwin lived. The Riot Act was read at Dominion No. 2 mine which supplied electricity to surrounding mines. An electrified fence was erected around it. Huge crowds swarmed about the gates and shouted derision at the strikebreakers.

9 Sydney Daily Post, 5 July 1909.
10 Glace Bay Gazette, 26 July 1909.
The initial impact of the strike waned and within two months production was back to more than half pre-strike output. Acland said: "The prevailing mood of the strikers, so far as could be gathered from casual conversation with groups of them, was one of grim determination to persist in the demand for recognition." The strike dragged on through the winter, with families in tents in freezing weather, and lasted into the spring before being officially called off on 27 April 1910.

The strike cost the UMWA as much as $1,500,000 but no price can be put on the distress and bitterness it evoked. The company evicted 1,780 families - more than twice the number evicted, for example, in the Bag Muck strike at Denaby Main in 1903. The UMWA provided tents and paid for doctor and hospital bills, as well as weekly strike pay.\textsuperscript{11}

There is no record of Goodwin being evicted in New Aberdeen but it was likely that he was or, like some, he simply moved ahead of the eviction order. The Boothmans were evicted from their company house in October 1909.\textsuperscript{12}

It was at this time that Goodwin received news from home that his parents had made what was to be their last move. Leaving Denaby Main, Walter went to work for Dalton Main Collieries Limited (later called Silverwood Colliery), a new mine opened in 1903 in Thrybergh village. They lived at 8 Abell Street on Whinney Hill in a house long since demolished.

During 1909 and into 1910, jobless miners left Nova Scotia and many headed west, Goodwin and his friends Arthur Boothman and Tom Carney among them. When they stepped onto the soccer field in April 1910 in Michel, BC, they set the Crow'snest Pass on fire with their sparkling play and goal scoring. They were also working again — albeit in some of the most dangerous coal mines in the world, in British Columbia. Sanitation was appalling. "The sanitary conditions in this camp are simply disgraceful and a menace to the community," The District Ledger reported about Michel on 9 April 1910.

Coal mining in the Crow'snest Pass, which straddles the boundary between BC and Alberta, began just as the 19th century reached its end. Geological conditions presented challenges to mine owners and mine workers, particularly angled coal seams. There were problems with the coal's hardness, consistency, rock content, heat generating ability, and coking quality.

\textsuperscript{11}The history of the strike is drawn from the Acland report; John Mellor MacEwan, \textit{The Company Store} (Toronto, 1976); Frank, J. B. McLachlan, \textit{a biography}; Maier B. Fox, \textit{United We Stand: The United Mine Workers of America, 1890-1990} (Washington, 1990); Don Macgillivray, "Military Aid to the Civil Power: The Cape Breton Experience in the 1920s" in Macgillivray and Brian Tennyson eds., \textit{Cape Breton Historical Essays} (Sydney, 1980).

\textsuperscript{12}Sydney \textit{Record}, 4 October 1909.
The mines were particularly dangerous and spending on safety was miserly. Coal dust, which is extremely volatile, regularly reached depths of two feet on the floor of one mine. In spite of these circumstances the pass became Western Canada’s major coal and coke producing district. Crow’s Nest Pass Coal Company was the principal operator.\(^{13}\)

Hemmed into the narrow Elk Valley, Michel was a company town with only 476 residents in 1901 but the population quickly increased. Rows of similar houses were built so closely together that the back sheds of one row were almost immediately before the front doors of the next row. The houses were considered poor, most of them resting on wooden blocks, with outdoor privies.\(^{14}\) The secretary of the Provincial Board of Health, C.J. Fagan, visited Michel in 1910 and was sharply critical of what he found. “There is no attempt made to provide for the disposal of liquid waste, and the result is that odours exist around the houses of the most offensive character,” he reported. Outdoor toilets emptied into holes in the ground. “Such closets are, of course, unsanitary to the highest degree, and should not be permitted to remain,” he said. Toilets at the hotels and the mine were also condemned as unsanitary. The only remedy was a regular system of sewage disposal that he recommended to the company.\(^{15}\) In contrast with the lack of sanitation, the coal plant in Michel “is thoroughly equipped in every way with the best machinery, housed in substantial brick buildings,” said the Mines Minister’s report for 1909.

Goodwin, Boothman, and Carney found themselves working in a province, British Columbia, with some of the most dangerous mines in the world. In 1887, an explosion killed 150 men in the No. 1 mine of the Vancouver Coal Mining and Land Company in downtown Nanaimo on Vancouver Island. In 1902, 125 men were killed in an explosion at the Crow’s Nest Pass Coal Company’s No. 2 mine in Coal Creek near Fernie. The worst accident in Canadian mining occurred in 1914 in Hillcrest at the east end of the Crowsnest Pass, in Alberta, where 189 miners died in an explosion. There were many less serious accidents. The 1902 Coal Creek explosion prompted the BC government to appoint a Royal Commission on Coal Mines Explosions. It reported that the fatality rate in BC between 1892 and 1901 was 6.618 deaths from explosions and 10.663 deaths from other causes for every 1,000,000 tons of coal produced, or 188 lives lost in total. This contrasted with a rate of 0.415 deaths from explosions and 4.63 deaths


\(^{15}\) Reports by C.J. Fagan, 1909, 1910, 1911, 1913, *Sessional Papers of B.C.*
from other causes for every 1,000,000 tons of coal produced in the same decade in the major US coal-mining state of Pennsylvania, where a total of 5,713 miners died. In Britain, for the decade 1890 to 1899, the fatality rate was 0.624 deaths from explosions and 3.328 deaths from other causes for every 1,000,000 tons of coal produced, a total of 9,036 dead men. The royal commission’s recommendations included ample ventilation, copious watering, and government inspection of all explosives used in mines. “The question of ventilation is probably the most important in connection with coal mining,” the commission reported. The BC death rate was bad enough but it would have been even worse if the period under statistical study had included the year 1902 when there were 139 deaths including the 125 in the Coal Creek explosion. Later, over a ten-year period between 1907 and 1916, the BC death rate per 1,000,000 tons of coal mined continued to be high, at 12.92.16

Francis Shepherd, chief inspector of mines in BC, commented that, “The question has often been asked, ‘Why is the loss of life in the coal mines of BC so much larger, in proportion to the ratio of the number of persons employed, than in most other countries?’ And the question has never been satisfactorily answered.”

Explanations were given many years later, however, for the casualties in the Crow's Nest Pass. In a study of the coal industry in that region, Lorry William Felske listed a number of reasons for the dangerous conditions including: troublesome geology, angled coal seams, reluctance by operators to spend money on safety, disregard of coal dust danger especially at the Coal Creek mine, and “lax precautions against gas and dust explosions.” Another factor was the general acceptance of a high degree of risk by the whole mining community. There was, Felske writes, a slow growth in reasonable respect for mining dangers and a willingness to sacrifice safety to speed when pay was geared to production. “Despite obvious company deficiencies, the miners also shared responsibility for unsafe conditions,” he concludes.17

By the time Goodwin and his friends arrived in BC, the population of Michel and neighbouring Natal (formerly New Michel) had jumped seven fold to 3,500. Crow’s Nest Pass Coal Company operated five mines at Michel Collieries as well as mines at Coal Creek, a few miles from Fernie, and at Morrisey. The mines at Michel employed 1,020 men above and be-

low ground, producing 457,581 tons of coal and 95,239 tons of coke in 1910. Coal dust and fumes from the coke ovens were significant pollutants in the narrow valley. The coal seams were thick ranging from six to twelve feet. Horses hauled the coal out although, in a portent of the future, one mine was switching to the endless-rope system.\textsuperscript{18}

The United Mine Workers of America was well established in the Pass as the union representing all miners. The UMWA negotiated contracts with various companies that combined in the Western Coal Operators’ Association and it owned a weekly newspaper in Fernie, \textit{The District Ledger}, in competition with the Fernie \textit{Free Press}. The miners in Michel belonged to UMWA Local 2334 and membership averaged 838, the biggest in the Pass. Holidays for the men included Labour Day (the first Monday in September) and May Day, the international Socialist day (1 May). When District 18 president Frank Sherman died in 1909, all the mines in the Pass were closed for the day of his funeral.\textsuperscript{19} The Michel branch of the Socialist Party of Canada met every Sunday in Crahan’s Hall. It obviously had influence because, in the 1909 provincial election, the Socialist candidate in Fernie constituency polled 159 votes in Michel compared with 54 for the Conservative and fifteen for the Liberal. However, overall, the Conservative candidate won the riding with 795 votes followed by the Socialist with 649 and the Liberal with 405.\textsuperscript{20}

On the soccer field, Goodwin played inside right, Carney centre forward and Boothman inside left in a practice game in April 1910 in which their A team defeated the B team 4-to-2 in a pre-season tryout. That earned them their places on the Michel Football Club team in the six-club Crow’s Nest Pass Football League that included clubs from Coal Creek, Bellevue, Coleman, Frank, and Hosmer. One of the Michel players, Tom Chambers, was reported to have played for Scotland, an honour shared with Harry Allen of the Coal Creek club. Playing in blue and white, Michel drew crowds of 600 (one-sixth of the entire population of Michel) by mid-season. One game that ended in a 5-to-5 tie against Coal Creek saw Goodwin head in a goal “in brilliant style” and Boothman score a “brilliant goal.” Michel went on to win the league championship but bowed to Coleman in the cup tournament. Goodwin’s medal from that season, on display at the Cumberland Museum, is one of his few material possessions to have survived.\textsuperscript{21}

\textsuperscript{18}Government of BC, Annual Report, Minister of Mines, 1910.
\textsuperscript{19}Michel \textit{Reporter}, 3 April 1909; Fernie \textit{Ledger}, 12 March 1910.
\textsuperscript{21}Fernie \textit{Ledger}, 29 May 1909; 23 April, 21 May, 18 June, 25 June, 9 July, 1 October 1910.
Ginger Goodwin’s beautiful soccer medal, shown front and back, was earned in 1910 when he played for Michel Football Club that won the Crow’s Nest Pass Football League championship. Goodwin usually played striker. Ken Wiberg/Cumberland Museum and Archives, C110-132/C110-133.

Sometime during the fall of 1910, Goodwin, Boothman, and Carney moved to Cumberland on Vancouver Island, skipping the league vs. cup winners’ game that Coleman won 1-to-0 over Michel. Perhaps they moved to Cumberland so they could play soccer in the winter when it was impossible in the Crowsnest Pass because of snow.

Cumberland was as far west as a coal miner could go and still stay in Canada. It stood in a recently felled forest below the Beaufort mountain range on Vancouver Island. Cumberland had a population of 1,237 when it was incorporated as a city in 1897 but surrounding communities like Bevan, Minto, and Chinatown added at least another 1,000 residents. The main street is still called Dunsmuir Avenue, after the family who owned the mines. Like other streets at the time, it was unpaved but it did have a wooden sidewalk. In winter the street was a sea of mud.

Coal outcrops were discovered in 1852 and a syndicate of eleven men formed the Union Company in 1869. The syndicate sold in 1883 to Robert Dunsmuir (1825-1889), father of James Dunsmuir (1851-1920), who formed the Union Colliery Company. The Dunsmuirs already operated the Wellington mine near Nanaimo. Wellington closed at the turn of the century but the Extension mines between Nanaimo and Ladysmith, so called because they mined an extension of the Wellington coal seam, were opened. For $750,000 cash and 2,100,000 acres of Vancouver Island, payments (some might say gifts, because of their magnitude) from the provincial and federal governments, Robert Dunsmuir and his minority American partners from the Southern Pacific Railroad built a 78-mile railway from Victoria to Nanaimo. The railway was quickly extended a few miles to Wellington. James Dunsmuir sold the Esquimalt and Nanaimo Railway in
Dunsmuir Avenue, the muddy main street of Cumberland with wooden sidewalks, in 1910. Goodwin moved to Cumberland from Michel, BC in late 1910. Cumberland Museum and Archives, C270-014.

1905 to Canadian Pacific Railway for $2,330,000 after buying out his late father's American partners for $1,000,000 in 1902.22

Coal mines made a fortune for the Dunsmuirs and others. An early partner of Robert Dunsmuir was Wadham Neston Diggle, who invested $8,000 and after twelve years walked away with $600,000 and retired to England, leaving Dunsmuir as sole proprietor.23 Robert Dunsmuir left a lasting memorial to his wealth in his mansion, Craigdarroch Castle, still standing on a hill dominating the city of Victoria. Ironically, he died in 1889 before it was completed but his wife, Joan, lived there until her death in 1908. Today Craigdarroch Castle is a tourist attraction and museum. Even more impressive was son James' Hatley Castle in the Victoria suburb of Colwood. Completed in 1909, with its grounds gently sloping to Juan de Fuca Strait and in the distance the Olympic Mountains in the US, Hatley Park covered more than 600 acres. Today it is Royal Roads University.


Reksten, The Dunsmuir Saga.
Between 1904 and 1909, the mines were making an average profit for James Dunsmuir, after allowing for depreciation and exhaustion of mineral assets, of just over $500,000 a year. But the good fortunes enjoyed by the Dunsmuirs and investors like Diggle were not shared by the miners. They were subjected to wage cuts, dangerous working conditions, arbitrary work rules, incorrect weighing of coal (on which piecework was based), but above all, implacable opposition to any form of unionization.

James Dunsmuir stated his case against unions infamously at Christmas 1901 to a committee of miners when two union delegates approached him asking that miners who lived in a small settlement beside the Extension mines be paid there rather than be compelled to travel to Dunsmuir's company town, Ladysmith. The twelve-mile journey by company train required the miners to wait eight hours in Ladysmith for the return train, every payday. Said Dunsmuir: "To h—with the union, to h—with the committee, to hell—with the men."

He was more polite — considering the company, no doubt — when he appeared before a federal royal commission in 1903 to say he would not tolerate any kind of union in his mines. "I object to all unions, federated or local, or any other kind," he told the royal commissioners, Chief Justice Gordon Hunter of BC Supreme Court and Rev. Elliott S. Rowe of Victoria, who were inquiring into strikes at Dunsmuir's mines at Extension and Cumberland. Asked, "Did it ever occur to you that wealth carried some corresponding obligations with it — the possession of large riches and lands?" He replied: "No sir. From my standpoint it doesn't."

Goodwin arrived in Cumberland just after James Dunsmuir sold his mines in 1910 for $11,000,000 cash to Canadian Collieries (Dunsmuir) Limited. Parker Williams, Socialist member of the BC legislature and leader of an unsuccessful attempt by Vancouver Island miners to unionize in the early 1900s, declared later: "James Dunsmuir pocketed this enormous sum, and like a gambler rising from a gaming table where every hand had been against him, he swept up every last cent of it and neither then nor at the time of his death did the men who made his millions — and lived through it — nor the widows or the orphans of the victims of his greed that fattened his graveyards, nor the Town of Ladysmith, profit to the extent of one red cop-

25 Vancouver Province, 24 December 1901.
26 (Canada) Royal Commission on Industrial Disputes in the Province of BC, 1903, transcripts of evidence; Allan Donald Orr, "The Western Federation of Miners and the Royal Commission on Industrial Disputes in 1903 With Special Reference to the Vancouver Island Coal Miners Strike," MA thesis, UBC, 1968.
Fighting For Dignity

per. The reapers in the fields of Boaz let fall heads of grain so that the gleaner might not go empty-handed. This reaper grabbed it all, he licked the platter clean."  

Just before the sale went through, Dunsmuir became too greedy for his own good. He helped himself to $700,000 from his Wellington Colliery Company, proclaiming it to be a dividend. This prompted outrage from Canadian Collieries, which was effectively being short-changed. A four-year court battle resulted in victory for Canadian Collieries in a decision by the British Privy Council, then the final arbiter of disputes in Canada. The amount sought was $596,253.71 but in a compromise after further dispute, a net $393,052.76 was paid by Dunsmuir.  

Canadian Collieries (Dunsmuir) Limited was largely owned by British investors and put together by a group of Canadian promoters headed by William Mackenzie of Toronto, president of the Canadian Northern Railway. The Canadian Northern Railway was soon to arrive in BC via the Yellowhead Pass with assistance of BC government-guaranteed loans. King Edward VII knighted Mackenzie and his railway partner, Donald Mann, in 1911.

The price paid for the mines was far beyond their value, the Royal Commission on Coal and Petroleum Products concluded in 1937. The real value was more like $4,000,000. Nevertheless, on the purchase price of $11,000,000, bonds and stocks worth $25,000,000 were floated, prompting a scandal over 'watered stock.' The holders of $10,000,026.67 in bonds received interest of $2,019,933.30 for the first four years of their investment but then the company defaulted and payments were suspended until the end of World War I. Preference stock owners only got dividends of $135,397.73 for the first two years. Common shareholders got nothing. In a corporate reorganization in 1920, the preference shares were reduced to $1,500,000 and the common shares were slashed to $100,000. But Dunsmuir did well out of the sale and so did Mackenzie. Dunsmuir got his

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27 Glenbow Museum and Archives, Calgary, UMWA Papers (M2239), File 10, Parker Williams to UMWA District 18, "A Vancouver Island Crime," 1946.  
28 BC Law Reports, Volume 18, 1911, BC Supreme Court, 583; Dominion Law Reports, Volume 13, 1913, BC Court of Appeal, 793; Dominion Law Reports, Volume 20, 1915, Judicial Committee of the Privy Council, 3 July 1914, 877 (also in BC Archives, Buckham Collection, Volume 32, File 4, AddMss 436); BC Archives, Buckham Collection, Volume 32, File 4, AddMss 436, Letter from Clarkson, Gordon, Dilworth and Nash, chartered accountants, to Patrick Fagan, secretary-treasurer, Canadian Collieries, 4 November 1938.
Coal baron Robert Dunsmuir, whose family owned the mines in Cumberland and Extension near Nanaimo until 1910, is depicted in a mural painted in 1984 by Frank Lewis in The Home Store, a general shop and gas station at the edge of the village. Helen Ayers Miners gather at the pithead in 1912 of No. 5 Mine in Cumberland, where Goodwin worked as a driver and miner, to celebrate record shift production. No. 5 Mine operated from 1895 to 1947. Cumberland Museum and Archives, C165-002.
asking price — and Mackenzie got $6,000,000 of it back when Dunsmuir rein­
vested in Canadian Northern Railway bonds.29

Once in place, Canadian Collieries embarked on a modernization and expa­
sion program that was to cost more than $3,000,000. The capital ex­
penditure, concluded the Royal Commission on Coal and Petroleum Prod­
ucts, was wholly out of relation to business requirements. The better part of
$1,000,000 was spent opening a new mine, No. 8, which was only briefly in
production before being closed up. It was not re-opened until the 1930s.30

Goodwin worked as a mule driver and a miner in No. 5 mine, one of four
mines operating in Cumberland in 1910.31 Its shaft was sunk to 600 feet but
the lower seam was abandoned. The upper seam continued to be worked at

(BC) Royal Commission on Coal and Petroleum Products, Volume 2 (27 September 1937) and Volume 3 (5 December 1938); Victoria Daily Times, 28 June 1910; Mining, Engineering and Electrical Record, 1 April 1915; London The Times, 20 March 1915, “Company Meetings”; BC Archives, NWp, 331.8904, C209, Canadian Collieries report to mortgage bond holders.

31BC Archives, GR 684, Box 1, File 6, Statement by A. Goodwin.
a depth of 300 feet. The seam was three to four feet thick, in places six to nine feet, but a bank of rock six to 18 inches thick ran through it. Canadian Collieries at Cumberland and Extension produced 898,908 long tons of coal in 1910, a record that was not to be beaten. The Cumberland mines produced 518,426 tons and employed 1,172 men underground and 416 above ground. The mines, like others in BC, were dangerous. Between 1877 and 1956, 305 men were killed.  

Sanitary conditions in Cumberland were primitive and the box drains were in decay. C.J. Fagan, secretary of the Provincial Board of Health, said conditions were neither acceptable nor sanitary. Even worse were conditions nearby, including Chinatown, a two-street ghetto in a swampy area through which flowed the appropriately named Perseverance Creek. "There are no sanitary arrangements in any of these villages and the conditions in the Chinese village are the worst I have yet seen," reported Fagan. Between 277 and 329 Chinese miners were employed in Goodwin's time as well as 125 Japanese. They worked for about one-third of the pay of white miners. The Chinese owed the company a $500 head tax levied by the federal government on each Chinese immigrant. The company collected it from individuals by payroll deduction. The Chinese also depended on company housing. A pool of cheap labour, they were also strikebreakers. They lived separately from the whites and were buried separately.

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33 Provincial Board of Health, report of visit to Cumberland in 1909, Sessional Papers of B.C., 1911.
34 Price Waterhouse report to William Mackenzie.