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WORKPLACE HEALTH AND SAFETY How safe are you at work? Reach new heights in workplace health and safety Each workday in Nova Scotia, up to 400,000 people go to work. About 80 of them get hurt, 20 so badly they can't come back the next day. Whose responsibility is health & safety? Under the OHS Act, Nova Scotian employers and employees must take responsibility for their own health and safety as well as others. In addition to the workplace expertise, government maintains a system of laws and actively enforces those laws with a knowledgeable and competent staff. It does not stop there, there are more resources in the community that can help make your workplace a safe and healthy place to work. If you require assistance or would like more information, contact us at: 1-800-9LABOUR. T "From now on you will have full charge of the excavation at the Coke Ovens; do the work as you see fit." I went back to work, and made many changes to suit myself. I first changed the position of the steam shovel; I placed it on the short side of the loading bank, and moved the track to the upper side so that we could take up the cut without having to shovel by hand. At the same time, I ordered wood for my trestle. As soon as the 100-foot trestle was built, I started on the fill using only eight men. Now the train could be unloaded in a few minutes, instead of taking half an hour. In the first week, I had taken out about four times more material than previously. I used dynamite to blast the frozen ground at the site, and this brought the cost down by over half. After finishing the excavation at the Coke Ovens, I asked the manager if he would give me a contract for the excavation at the Open Hearth and the Blooming Mills. He said this was not possible, because it was under a six-month contract to a company from Boston. When I heard how much they were charging for the work, I said, "Mr. Moxham, that is a pretty high cost for construction. No dynamite excavation." He agreed, but added, "I cannot do anything; they still have another 3 1/2 months on their contract." I said, "It would pay you to give them even \$50,000, and let them go; we can make it up in less than two months." Two days later Mr. Moxham called me into his office. He had spoken to the head of the construction company, and they had agreed to accept the offer to cancel their contract with the Dominion Iron and Steel Company. I took full charge of the excavation for the Blooming Mills and the Open Hearth, plus a spur of railway connecting the Blast Furnace to the Coke Oven plant. When I took the work, I had every worker and foreman against me; they thought that I was going to discharge them. That, however, was not my way of doing work; anyone who did his duty was my friend. It was not very long before they changed their minds, and did everything for me. Of course, I did fire a few of the leaders and foremen for not doing their duty. After that everything went well. By the end of the first month, the costs were 45% lower than they had been the previous month.... The General Manager was well pleased with both the work and the cost.... Meanwhile, together... [had moved my family to Sydney, and we were happy In January of 1905, an English company was starting to develop a mine at Broughton,



18 miles from Sydney, Nova Scotia. Although the pay was low, I took two sections for grading. At the time I signed the contract, there was no snow on the ground. On the 26th day of January, however, it started to snow, and it continued to snow for three weeks. I could not make much headway. Meanwhile, I had wired a friend in Liverpool, Nova Scotia to load all of my equipment and ship it to Sydney. He loaded three cars consisting of dump carts, wheelbarrows, picks, shovels, etc. But, as there had been a big storm, the railway had put my cars in a siding near Halifax, and evidently forgot them as they were snowed under. When my cars finally arrived on February 26th, I began to work in earnest. My contract was for grading earth; it did not give a price for "rock." I had told the 24 HOUR Professional Monitoring ALARM & SECURITY SYSTEMS ' ELECTRONIC PROTECTION 484 Grand Lake Rd. Sydney, N.S. 564-9408 ARMOUR TRANSPORTATION SYSTEMS, one of the most reliable names on the road, is here to deliver. It's a network comprised of four leading companies in the highway transportation industry...Annoir Transport...Drury Transfer...Diamond's Transfer and Pole Star Transport. Maritime owned and operated, servicing Atlantic Canada and beyond. Armour Transportation Systems is dedicated to getting the job done right. 'Pleasant' Diamond' DRURY'S SYDNEY 149 York Street, Sydney, N.S. B1P 6B6 Phone 539-4185 'Toll Free 1-800-565-4186 • Fax 562-0205 General Manager that there were rocks in my cuts at the time I signed the contract. He had said, "Go ahead, and I will pay you for the rock." Every day we found more and more boulders, some as large as 45 cubic feet. So I told my foreman to keep track of all the boulders. When we had finished the cuts, I put in a claim for around 800 cubic yards of rock. The General Manager would not pay for this work. I told him that I would not accept a final settlement, until he had paid me for the rock. A few days after the President of the company arrived from England, I 33