

NOVA SCOTIA NOTES.**Nova Scotia Steel & Coal Co.**

The N. S. S. & C. Co. has commenced operations on the Stubbett Seam, near Point Aconi, about six miles from Sydney Mines. It is understood the company has in view a continuation of its existing railroad system from the Scotia Colliery, distant about four miles, which will necessitate a bridge across the Little Bras d'Or. It is understood that it is considered preferable to take the coal from the new Stubbett Mine direct from the Point Aconi district to Sydney Mines, rather than commence any minor shipping operation at or near the Bras d'Or.

The production of the Scotia collieries in July compared with July, 1918, as follows:

	July, 1919.	July, 1918.
Princess	13,141	12,161
Florence.. . . .	16,153	14,306
Scotia	4,797	7,560
Jubilee	6,237	12,191
	40,328	46,218

The outlook for August is said to be much improved, and it is probable that the collieries will work almost full time during this month.

About half the regular working force at the Steel Plant is engaged on repairs, but all the productive operations are suspended.

Dominion Coal Company.

Work at the collieries has been lessened by the suspension of producing operations at the Sydney Plant, and the smaller tonnage of coke required.

The new shaft to the Phalen Seam, situated between No. 1 and No. 2 Collieries is progressing rapidly, and the excavation is now below the Harbour Seam.

The Limestone quarries of the Dominion Steel Company in Newfoundland produced 47,702 tons in July against 45,648 tons in July, 1918. The limestone quarries at Marble Mountain in Cape Breton in July showed an output of 51,176 tons comparing with 46,740 tons in this month last year.

At Wabana, the iron-ore output in July was 68,914 tons. Last July it was 50,933 tons. The production of all the departments of the Mines & Quarries of the Dominion Steel Company was therefore greater in July, but it may be anticipated that the slackening of operations at Sydney will necessitate some reduction in production of raw materials, although it may be expected that this will be brought about rather by a curtailment of the shipping season and an earlier suspension of production as winter approaches, rather than by restriction of output at the moment.

War Loan Savings.

The Maritime Mining Record says:

While quite a number of young miners sold their war bonds, there are many of the married men who deeply regret that the war loan system of saving has passed away. These men openly state that but for the war bond they could never have saved any money. Now that they have a few hundred dollars they would like to have more, but they are convinced that there is only one way of getting it and that is the system of payment through the coal companies.

Those who have been able to hold on to their Victory Loan bonds have had reason to be satisfied from a purely monetary standpoint, seeing that the bonds are now quoted at a good premium and are likely

to appreciate still further. It has been particularly pleasing to those who have purchased their bonds through the instalment plan on the scheme made possible by some of the coal companies to receive full interest on the June coupon, without any deduction for interest by the company that in the first instance purchased the bonds for its employees. The Scotia Company adopted this plan, and it has been the occasion of much gratification to its employees.

Unfortunately, as the "Maritime Mining Record" states, some of the younger men, and some who unfortunately could not help themselves, sold their bonds, and in some instances there is no doubt that they were taken advantage of by persons who gave them par for bonds that were quoted at 104 and 105.

The "war loan system of saving" has not passed away, however, as another loan is shortly to be asked by the Government. If the coal companies assist their workpeople to buy the new loan, in the same way that they did in the case of the previous loans, equal success will be achieved, allowing, of course, for any depressed trade condition that may exist when the loan is floated.

Working Hours.

As bearing on the determination of the United Mine Workers to enforce a seven-hour day, it is significant to note that the Tennessee Coal, Iron & Railway Company's mines have gone back to a ten-hour day, with time and a half for all time over eight hours, and that on August first this move was followed by the mines of the Republic Iron & Steel Company. The eight-hour day which has been in force since April has proved a decided failure. The longer day is expected to mean a considerable increase in wages, and already a large increase in tonnage has been noted.

That a similar procedure may be experienced in Cape Breton is indicated by the Maritime "Mining Record," which says with reference to the five day week:

"There are many others against the five day week system than President Workman. Some U. M. W. locals protested against it, while many members of most locals are loudly declaiming it. These men openly state that they were led to believe that five days per week meant six days pay, or they would have voted against instead of for. Nearly all day-men say that it does not suit them, and miners and contract men receiving a bonus for steady work want none of it, for they stand to lose from twenty to fifty dollars per month. These men are 'saying things' now and when the loss hits them things will be 'doing' around the collieries. That such a vital question could be so darkly initiated is beginning to arouse the suspicions of the thinking class of the workmen who are beginning to realize that there are others besides politicians who win elections on promises."

The Dominion Coal Company has obtained re-delivery of the S.S. "Kamouraska" from Admiralty requisition. With the "Jord Stratheona" also recently released, this company should be in a much improved shipping condition.

About fifteen to twenty years ago the Dominion Coal Company formed sales connections in Norway, and some coal was shipped there from the Cape Breton collieries. It is announced that recently the Furness Withy people shipped 3,000 tons of Cape Breton coal