



PUBLISHED NOW AND THEN WHEN POSSIBLE, BY THE BROWN COMPANY, SULPHITE MILL

Volume II

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Number 1

## Annual Minstrel Banquet

"Some banquet" was the opinion of all who attended the banquet given the Minstrels by the Relief Association at the Y. M. C. A. gymnasium March 4th, and that this banquet is appreciated is shown by the fact that there were 130 present, and after looking over the following menu, which was prepared by Mrs. A. K. Hull, it is easy to see why no one went home hungry.

	Soup	
	Consomme	
Olives		Pickles
Cold Boiled Ham	Roast Sirloin Beef	Hot Rolls
Mashed Potatoes	Cabbage Nut Salad	Mashed Turnip
Pie	Coffee	Cheese

Mr. F. W. Rahmanop acted as toastmaster, and in his opening remarks showed that he heartily approved of the Minstrels and that the Company would give them a "square deal," asking in return only that they do the same by the Company.

Mr. H. G. Spear, as the speaker of the evening, delivered a stirring address that will help a great deal towards making the show better than ever. Of course "Herb" probably spent weeks writing this speech, but it was a good one just the same.

Mr. W. E. Corbin, superintendent of the Cascade, was present and when asked what he thought of the bunch he rather hinted that he wished he had one like it and concluded with the very generous offer of lending us any talent he had in his mill.

Jim Fagan, the business manager of the Minstrels, also made a short address in which he let us all know that if the show wasn't "some show" this year it would not be his fault.

Several other members were called upon to express their opinion and all gave their hearty support to the movement.

During the banquet the Burgess band furnished music, which was much appreciated. There is no need to praise the work of this band, they are good; everyone who has ever heard them knows they are good, and they themselves know they are good and they were at their best on this occasion.

The closing talk was given by Director Raeburn, in which he outlined the show for this year, and announced the name as "Kidding Captain Kidd." Harry's remarks were crowded with his well known "pep" and enthusiasm and he said that all he needed was the whole hearted co-operation of all to make the show the "best ever," and from remarks we have since heard and the manner in which rehearsals are being attended we believe it will be.

Do not forget the date, May 15th. *Positively* one night only.

## Jack Duggan

If I should call Jack Duggan "Spider" you would laugh at me and perhaps call me a fool, and tell me to lift him or let him step on my foot or other things that I could not and would not do, but when I told you that "spider" also meant a cooking utensil and that it took all kinds of cooking utensils to fill him up you would begin to catch my meaning.

Besides he is a cook. I might say "Boss chef of the Digester House", but I wish you could smell the stuff he cooks. It may be good devil's food but it is no food for me.

The big pot that he cooks this mess in is called a digester, so I suppose this food is digested before it is sold, which is very fortunate. I have often read of pre-digested food.

We are very willing to advertise Dave's Skunk Oil, but cannot recommend Jack's cooking for table use.



# BURGESS SCREENINGS




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EDITORIAL STAFF:

TAFT	BRIGGS	SPEAR
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In presenting this issue of *Screenings* we are pleased to note the favorable comments that we have heard regarding the makeup of the last issue.

We hope to show progress each month and ask the co-operation of all, both in contributions and advice.

We think this should become an organ of the Brown Company, and not of the Sulphite Mill alone.

We are open to suggestions from the other Company branches, and would like their ideas as to the best method to bring this about, should it meet with approval.

We have in mind the formation of a board of editors with representatives from other units, publishing such items as may be of interest to the men in the different mills, as well as contributions of a general nature.

Much can be accomplished through the medium of a paper in fostering a company spirit, and lessening the tendency to branch jealousy. Branch rivalry is a good thing and is desirable, if carried out in a sportsman-like spirit. Let us be good rivals, but not forget that we are working for the Brown Company, and not only for a sub-division.

If this appeals to you men in the other branches, we cordially invite you to pick out your talent and get-together with us.

## Talk About Saving

Upon going into the new electric shop the other day, we discovered Frank Benoit and Herbert McLellan just finishing winding up a 1000 ft. reel of rubber covered wire, consisting of short lengths picked up around the mill. Thinking this a most remarkable saving we inquired as to its value and were shown four other completed reels of different sizes, and a pile of short pieces from two to fifty feet in length, containing about 5000 ft. upon which they are working in spare time. The wire when finished will be as good as new for rough places, temporary jobs, etc., and when you figure the cost of the smallest of this wire at 2c per foot, and the largest at 33c you can well imagine the saving.

"It is good to take off your hat to the flag, and it is better still to take off your coat for it."

## Be Careful

(C. A. M.)

The life of a man hangs as by a thread. Cut the thread and the life is gone. Sever a strand of it and the life is in peril, and yet the Shears of Carelessness are playing with this thread from day to day, and many lives are either lost or their usefulness impaired.

I can think and you can think of men who have lost their lives through carelessness. I can think and you can think of men who may not have paid this supreme sacrifice, but have given an arm or a leg through simple carelessness. Does it pay? Think! What does your life mean to you? What does it mean to your family? Think!

A careless move on your part may cost the life of, or cause an injury to a fellow workman. Why not think before you make this move. He values his life; and the happiness and comfort of his family are as dear to him as yours are to you.

The largest and most prosperous concerns in the country are more and more looking after the safety and general welfare of their men. But the man must do his part. He must think. Pulleys may be protected, guards may be erected of every conceivable variety, but still accidents happen through simple carelessness.

This company is interested in your safety. It has its safety committees who are scouring the mill for dangerous places, but in addition to this it wants your co-operation and the co-operation of every employee. It wishes you to think safety and practice it in your daily work. The company asks you to take no risks, it wants you to be careful.

When the day of carelessness ends and men appreciate the sacrifice that it has cost, it will put a different light on the safety cause and many accidents which happen now will be a thing of the past. Be careful! Think!

## Attention!

Rehearsals for the Big Show are being held twice a week at Beaudoin's hall. We want every man that is going to be in the show to get on the job and attend. Look for the posters announcing nights for rehearsals.

If hard work receives its just reward, Frank Collabelli, the talented fourth trombonist of the band, will soon rank with the best musicians of the city. Even after a few exceptionally hard measures for the trombones, when the music showed eight bars rest, Frank refused to rest, but played the whole eight bars. This, we believe, showed the proper spirit, but the result did not seem to please leader Stevens.



## Notes on Quebec River Driving

(A. L. L.)

Of the various phases of lumbering, the most dangerous, the most uncomfortable, and the most toilsome is driving. When the last stick of timber is floated into the boom, the riverman is very sick of the game and swears he is through with driving for good and all.

However as the months roll by a change comes over our driver, and about Easter he has a strong yearning to again grasp a peavey and renew old associations. With professional care he picks out a pair of caulked driving boots, and from a strong flour bag he fashions a knapsack by fitting on shoulder straps. Now the driver's kit is not very extensive; it consists of a good supply of woolen socks, oil for his shoes, tobacco, and probably a change of underwear.

Traveling light is a virtue with all woodsmen and especially with our river driver for he usually has to walk a long distance in to the starting point of the drive. The roads at that time of the year are neither summer nor winter roads, snow alternating with bare ground or mud. It is not unusual for drivers to walk thirty or forty miles over wood roads in a day to the drive camp. To a novice, the miles become wofully long, especially the last twenty.

The brook drives begin first. The trick is to get these out on the high water, for after the first freshet there is little water in the small streams. To "stick" a drive is a humiliating piece of work for it means leaving the timber over for a year. So the drivers have to go at the brook drives "hammer and tongs".

The drivers are a sturdy crowd, mostly young men. Physical weaklings do not take to the hardships of the life. In the first place, the hours of work are long, especially on the small streams; from daylight to dark is the working day. There is an immense amount of walking, and walking of the most tiresome sort. At the beginning of the drive, while the snow has settled a great deal, it is very hard work. It is a man's job to break the trail in two feet of snow when one slumps almost to the bottom at every step. Even after such a trail is somewhat travelled, it does not offer easy walking to the driver as he returns two or three miles to camp in the twilight, after a hard day's work.

A city bred man, be he ever so athletic, finds such walking much more tiresome than does the woodsman. It is more a matter of mind than of muscle. The woodsman, accustomed from boyhood to picking his way in hard going doesn't have to do any thinking, whereas the city man has to make a decision at every step.

Streams running through low and swampy country offer very disagreeable conditions for drivers. The writer remembers well, while driving in such a country and on a small stream, being obliged to start the day by wading in cold water to the waist. During the day a cold wind sprang up followed by snow. As he perched on one hummock after another after more wading he felt very cold and uncomfortable. This was on a pulpwood drive, that is four foot wood.

On the log drives, there is much less wading as a good sized log is as good as a boat for the real driver. Log driving as a trade differs from pulpwood driving in that it requires more skillful men. You usually attack a pulpwood jam from the shore with pike poles. Such a jam is comparatively easy to break up, while a log jam is very much more stubborn. In the latter case the drivers have to get aboard and use their peaveys. It requires great skill, judgment, and daring to locate and loosen the logs that cause a jam to stick. On troublesome jams, work may have to continue for days before victory is won. One could write a book on feats of daring performed in breaking jams. Some log jams have been as famous in their locality as the most famous World Series baseball games have been in Boston.

Fully as skillful as the jam breakers are the boatmen. In different regions, boats are handled according to local conditions. In the neck of the woods where I was driving, the streams were very rough and rather shallow. Here the boatmen use poles instead of oars or paddles. Now a bateau is very heavy of itself and when it contains its crew in addition to the boatmen it requires dexterity and strength to govern it. It is in the rapids that the boatmen show their mettle. Here they have to snub and hold the boat alongside jams that are inaccessible from shore. It requires steady nerves and muscles of steel to hold the bateau in position. The boatmen cannot hold the boat with its nose straight down stream; to hold it they have to let it float a little across the current and against their poles. It looks very easy but if you tried it your pole would either slip on the rocky bottom or the strain would flip the pole out of your grasp; then your boat would drive down stream cross a rock and over you would go to take your chances against rocks and water.

On drive after drive on a certain river I have seen boatmen bring down their boats through mighty quick water and make a landing at the only possible landing place barely fifty feet from a seventy-five foot fall. A broken pole would have meant going over the falls.

The writer has dwelt on the seamy side of driving but there are plenty of jollier aspects that draw the driver back year after year.

Editor's Note:—This is the first of a series of articles dealing with the manufacture of Sulphite Pulp. The next will take up the treatment of the wood after it is received at the mill.



## Interesting Letter

The following interesting letter has just been received from our old friend "Shippy" and we publish it knowing that everyone will appreciate hearing from him.

"Saulte Ste. Marie, March 5, 1919.

"My copy of the *Burgess Screenings* has just been received, and I want to congratulate you on the real improvement over the old issue.

"It is very evident that the old Burgess spirit which I knew as a member of the organization is not only still alive but very much so.

"I note particularly the new undertakings such as the waste material cabinet exhibit in the time office, the new lunch room which we used to dream of in the old days, and the growth of the band which was just a new born babe when I left.

"These things, and the spirit shown to be existent in the organization in the items on the new pulp storage warehouse and No. 2 blower breakdown, bring back to me memories of much cherished old times and a natural pride in having grown up with such an organization.

Sincerely,

L. H. SHIPMAN.

## Dave Washburn

Dave Washburn is our lead man. From this you might think that he is a heavyweight, but he's not. He is just raw boned, skinny and tough. Yes, tougher than any steak that you ever chewed. You ought to see him stand a "gas attack." Jimmy Fagan can't make anything strong enough to suit him. He simply sits and watches the clouds roll by.

Perhaps this ability to stand gas attacks is the reason why Dave became such a skunk specialist. If any of you have troublesome skunks about your premises, call on Dave. A year or so ago Mr. Rahmanop had one that was a bit familiar and he sent in an emergency call for Dave, who calmly picked up Mr. Skunk and put him in a bag.

Dave claims that skunks are harmless, and when young make good pets. If you do not believe him try one, and prove Dave to be a truthful man. We might say that we are advertising agents for Dave's Skunk Oil which will cure anything from the kick of a Ford automobile to the bald spot on Billy Turley's head.

## A Common Occurrence

The other day an automobile agent tried to sell us a machine. We were favorably impressed with his car and terms. The next day he passed us driving within three feet of the sidewalk at 30 miles an hour, treating our wife and self to a liberal mud and water bath. That agent has lost a probable customer.

## Mill Items

We were promised articles this month from Mr. Rahmonop and Mr. Barton, but a combination of business and auto shows obliged them to go to Boston. They ought to be able to give us something of interest in the next issue.

John Marvois is getting ready to put in a foundation for a new house on the East Side.

A box has recently been put in the time office marked "Contributions to Mill Paper."

It has been called to our attention that our sign is misleading, and that we are expecting \$5.00 contributions. All we want is brain contributions to help out the editors.

The Manning Boiler Room crews under the leaderships of Trembly, Wood and LeGassie, have organized as first-class wreckers and are prepared to pull down anything in sight. At present the room looks as though a few German shells had exploded under the old boilers.

## Wanted

A general locker room, conveniently located and provided with proper toilet and washing apparatus. It has been suggested that the old horizontal boiler room could be made into a room of this sort at comparatively small expense.

It is situated at the logical spot for all men entering or leaving the mill, and its establishment would promote the general tidiness of the plant, by doing away with the architectural effects given by the various styles of home made wooden lockers now so prominent in such places as the machine room.

## Victory Loan

We may soon expect the Government to call for financial aid through another loan. This will be the Victory Loan, and will be for a large sum. Now that we have gloriously finished this terrible war, let us give liberally towards this loan and bring back the boys all the sooner. Although many think that our obligations are over as the fighting is stopped, it is not true. The war started suddenly and meant the expenditures of enormous sums of money. Now it has ended as suddenly, but our obligations still go on, and this Victory Loan is to meet these great expenses that no one could foresee. We must meet them, and when our country calls for help no one should refuse to do as much as when we were actually fighting.