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Volume II

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Number 5

PIONEERS OF THE RIVERSIDE

At the Cascade Mill there are three men who saw the first paper come through the dryers at the Riverside Mill. For a quarter of a century, they and numerous others have contributed to the romance of the growth of the paper division of the Brown Company. When the Riverside Mill started on July 2, 1892, W. E. Corbin was machine tender and E. S. Hannaford was back tender on Machine No. 1, while John Gullison had charge of the wood grinding room. These men have supplied some very interesting information regarding the early days and the first crews. If a knowledge of the past is necessary for an understanding of the present and for a vision of the future, surely the story of those early days is one that ought to be recorded. When we are inclined to think that the world moves

slowly and is very imperfect, it is well to take a look backwards over the roughness of the path that has been traveled. For after all our road is much smoother, and we owe a debt of gratitude to those men, named and unnamed, who have blazed the way, and what has been accomplished

should be an inspiration to each of us to make the future better than the present.

In 1888 the Riverside pulp mill was started. It was rated as a fifty-ton ground wood mill and had seventeen wood grinders. On December 20, 1888, John Gullison hired out under James Parker, superintendent of woods, and worked for seventy-eight days up on the Cambridge, that puts into Lake Umbagog. John had always

much bigger and no fir was mixed in. In 1890 John went to work in the old Riverside pulp mill under E. J. Bonett. Mike McGee was master mechanic, and later took Bonett's place. In 1892 some of the grinders were moved across the river to the new Riverside paper mill and while Mike McGee had charge of all the wood grinders at both the pulp mill and the paper mill, John was foreman of the paper

mill end and later took Mike McGee's place. John stayed with the ground wood until at the building of the Cascade mill, his mechanical experience was needed with the millwright force there.

W. E. Corbin started at the Riverside paper mill May 27, 1892. He was then twenty-three years old and had had five years at the old Gov. Cheney mill at Manchester. This was an excellent mill for experience because it made all kinds of paper; news, box linings, hangings, book, manila and several specialties. Orders were small and often it ran only a few

hours on one kind of paper. After a year as third hand, Mr. Corbin became back tender. The machine tender had a proclivity for John Barleycorn and used to go to sleep in a broke basket, leaving orders to be called if needed. Instead of

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W. E. CORBIN

JOHN GULLISON

E. S. HANNAFORD

cut saw logs and remembers distinctly that he was called down for not cleaning up a cutting close enough. He was told that the company had just built a pulp mill at Berlin, and spruce that could not be used in the saw mill could be made into pulp. At that time the spruce was

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The Insurance Companies rightly demand that smoking be forbidden in the mills. While most men obey this ruling, there are some who are not so inclined and sneak an opportunity to hide in some corner and take a chance of causing a fire from a lighted cigarette or pipe. We wonder if they ever consider what it would mean to them personally, should a serious fire occur due to their disobedience.

In the event of a fire causing the mill to shut down, the company would be protected from loss to a great extent by the insurance carried for this purpose, but who will pay your wages during the time needed to make repairs and get the mill started again.

Many things may happen to cause fires and throw you out of work. Is it not foolish for a man to add to this danger for the sake of a smoke?

RULES AND ORGANIZATION OF SULPHITE MILL FIRE DEPT.

The chief, and in his absence the asst. day chief under orders of the engineering department, is in full charge of all fire apparatus and is responsible for its condition.

He is to respond to all alarms of fire, both day and night.

In case of fire, asst. chief and men are to work under orders of chief.

Pump men. Start pumps and remain at pump until relieved.

Hose men. Report to asst. chief of shift.

Inspector to make necessary daily repairs to apparatus, see that hose is in place, hydrants and sprinklers in order, and report any defects in apparatus directly to chief.

On Thursday, 10 a. m., of each week firemen are to make test of apparatus, not over three quarters of an hour in time, under direction of chief, including actual fire stream when weather is suitable.

All firemen will be provided with badges and helmets.

Location of hydrants and hose lines will be put on boards in the time office and in machine room.

In case of fire, mill whistle signal will be blown as follows:

Log pond—Two short blows repeated three times.

West side of mill—Three short blows repeated three times.

East side of mill—Four short blows repeated three times.

In case of fire on night shifts, machine room foreman of shift is to detail a man with key to be stationed at the gate opposite storehouse, also at bleachery gate, and the digester house foreman is to detail a man for similar duty at west side gate. These men should see that nobody enters but firemen and employees.

In absence of a shift assistant chief, the man who is his substitute will take his place.

On Sunday nights or shut-downs, when asst. chiefs and hosemen are not on duty, the man in charge of digester house,

either Rogerson, P. Ellis, Teeling, or J. McKelvey will act as asst. chief, and will use any men on duty as hose men.

In order that all who may act as asst. chiefs may become familiar with apparatus, they will rotate in fire practice and be notified by tickler when their turn comes.

In case of fire, the shift electrician in charge will stand ready to cut out any power lines when requested by chief or assistant.

Fire chief will be provided with a schedule for fire practice, and when alarm blows men will respond as in case of fire, and time required to get on stream will be noted.

F. Snyder, Chief

J. Marois, Asst. Chief

J. McDougall, Shift "A" Asst. Chief

W. Plummer, Shift "B" Asst. Chief

M. Myler, Shift "C" Asst. Chief

HOSEMEN "A" SHIFT

Digester House

G. Adams

H. Neals

Machine Room

W. Church

J. Clouthier

E. Cadorette

E. Perron

F. King

W. Rosseau

Wood Room

W. Withers

H. Mader

A. Holt

B. Dillon

HOSEMEN "B" SHIFT

Digester House

C. Holmstead

E. McKee

Machine Room

P. Hayes

C. Bergeron

C. Locke

F. Francour

A. Dion

F. Theborge

Wood Room

D. McNichol

A. Labelle

C. Picard

C. Murphy

HOSEMEN "C" SHIFT

Digester House

C. McKelvey F. Valliere

Machine Room

L. Stewart

N. Couture

M. Frost

Wood Room

T. Belanger

F. Dupuis

A. Croteau

F. Biladeau

EXTRA HOSEMEN

A. Hamilton

A. Nadeau

L. Frechette

F. White

J. Dickey

J. Moody

P. Thomas

W. Tremblay, Manning Fire Pump, Shift "A"
J. Woods, Manning Fire Pump, Shift "B"
E. Lagassie, Manning Fire Pump, Shift "C"
J. Brunelle, Heine Fire Pump, Shift "A"
J. Caie, Heine Fire Pump, Shift "B"
F. Donahue, Heine Fire Pump, Shift "C"
P. Larochelle, Repair Inspector

WOE BE UNTO BOILERS

I have seen the days when cooks

Were cooks, and it was their delight

To get around a big bake board

And mix with all their might.

They would warm up the baker sheets

And grease them 'round the side,

So as to keep the cakes when baked

From taking off their hide.

The Kaiser has turned the people's minds,

He did not forget the cooks.

Where have all the good ones gone?

Their names aren't on the books.

The substitutes that hire out

To feed a crowd of men,

Most of the food that they cook

Is carried to the pig pen.

You never see a Hamburg steak

Or meat that they will fry,

The food chopper hangs upon the wall

Away up high and dry.

Wash boilers they set on the stove,

Their bottoms are never cold,

For every day they are filled up

With meat, all they can hold.

I am going to run a tinsmith shop

And buy up all the tin,

To make a boiler big enough

To boil the boilers in.

I will ship it on its way below,

Then Satan's number call

And tell him keep his old eye peeled.

The Devil take them all!

STOREHOUSE BILL.

The great majority of men who fail to do so because they are dead sure they won't succeed. It would be a shame to disappoint them. Use your brain power and keep working, and you can laugh at failure.

CHEMICAL MILL EXPLOSIONS

Sir Barton is some horse. If you don't believe it, ask Cecil Manton.

We have heard that the wedding bells chimed in Portland recently. Is that so, Cliff?

We wondered why Jos. Vallis was taking so much salt home on his clothes, but his great interest in deer hunting explains it. We believe Joe's luck will be better than in the past.

We heard that Erick Holt is inviting a few friends to a small party to celebrate that \$50.00 World Series money.

Watt is taking lessons in Norwegian from Hakon Gade. What is the big idea, Watt?

Carl Johnson, our bleach plant foreman, tried to turn his car on three wheels, but had to leave it at Bethlehem for repairs.

Martin Ereckson has accepted Mr. Ford's plan in reducing High Cost of Living, by selling \$11.00 shoes for \$5.00.

Why do we pay more for newspapers here than they do other places. Perhaps our night watchman can explain this.

Jim Barnes is deer hunting.

PIONEERS OF THE RIVERSIDE

(Continued from page one)

calling him, however, Mr. Corbin learned to run the machine without him and at the age of twenty-one became machine tender. He came to the Berlin Mills Company two years later, because he could get \$3.00 a day instead of \$2.50. On May 27, 1892, Machine No. 1 was still in crates in different parts of the yard. On July 2, 1892, the mill started with everybody grabbing paper for souvenirs. H. P. Cheney was superintendent and Mr. H. J. Brown was manager. In October, 1893, Cheney left and before a suitable outside man could be found Mr. Corbin was given the position on trial. In 1894 he became superintendent of the Riverside pulp mill

as well, and when the Cascade mill was built Mr. Corbin was given new responsibilities.

Ernest S. Hannaford came from the old Governor Cheney mill at Manchester, where he had acted as back tender for Mr. Corbin. He also started work on May 27th and for the first day carried a line for Mike Foster, machine erector for the Bagley and Sewall Company. Mr. Hannaford received \$1.75 a day to start, the same wages that he received at Manchester, but he wanted a change and Berlin is nearer his old home at Northumberland. Mr. Hannaford has also grown with the Company and now has charge of the paper department at the Cascade.

The initial operating conditions were very different from present practice. The sources of power were steam from saw-

mill waste and slabs and the waterwheels still in use at the Riverside, but to be displaced by the new hydroelectric development. There was no need for immense piles of coal. Electric power was used for lighting only and strange to say was generated from an old Ball engine now in use at the Cascade. Groundwood pulp came from the Riverside pulp mill and from the wood grinders in the mill itself. There were six grinders in the paper mill and seven in the pulp mill. For a time sulphite pulp was bought outside. The Burgess started that fall. Sulphite pulp was really kicking the slats in its cradle. In fact, the text-books tell us that Chas. S. Wheelwright made the first commercial sulphite pulp in America at the old Richmond paper mill in 1882. The mill began on news, the two 101-in. machines being rated to run 300 ft. a minute. The day



FIRST OPERATING CREW AT RIVERSIDE PAPER MILL, 1892.

Back Row, Standing—(1) Wm. McCann, (2) George Murdock, (3), (4), (5) James Stewart, now tour boss at Riverside and the oldest man in paper at Riverside, (6) Joseph Moffett, (7) F. X. Gagnon, (8), (9) Fred Gagnon, (10), (11)

Back Row, Sitting—(1) Albert Brown, (2), (3) Steve Fallon, (4) Bridget Smith, (5) George Welsh, machine tender on No. 2, (6) Alice Dunham, (7), (8) Mrs. Hannaford, (9) Ernest Hannaford, back tender on No. 1, (10) Ed. Long.

Middle Row, Sitting—(1) George Steady, (2) Maggie Smith, (3), (4) John McLoughlin, (5) F. X. Gagnon, Jr., (6) W. E. Corbin, machine tender on No. 1, (7) John Gullison, wood grinding room, (8) Eugene Nichols, (9) Joe Langlois, (10) Geo. Dawson, (11) Berwick.

Front Row, Sitting on the Ground—(1) Jim Moffett, (2), (3), (4), (5) Melling, beater engineer.

Standing at Left End—Nilson.

Standing at Right End—(1) Jason Reed, (2) Bixby, (3) Holmes.

Sitting on Ground at Right End—(1) Gilbert.

Man with Boy—Steve Fallon.

Boy—Geo. Welsh's brother.

PIONERS OF THE RIVERSIDE

(Continued from page four)

that the speed went to 325 ft. a minute was at the time reckoned one long to be remembered. Yet when the Riverside stopped making newsprint, paper was running 500 ft. a minute. This increase was due to improvements in machinery, involving longer wires, extra presses, and increased dryer capacity and to increased experience on the part of the crew. An example of the greenness of the crew is related by Mr. Corbin. "The first night I told Mr. Bixby, the oiler, to keep everything cool with oil. In the morning I asked Mr. Bixby how things had gone. He said, 'Everything went fine except those dryer boxes. I couldn't keep them cooled down, if I went to the dickens!'" The mill was run on the two-tour system and there was no spare help. In case a man was out it would mean a 24-hour run for his mate. The three-tour system came when the Cascade was started. The 164-in. machines installed were the widest in the world for a five-year period. And the Berlin Mills Company was quick to grasp the advantages of the three-tour system in connection with the use of big machines. The Berlin Mills Company was one of the first to adopt the three-tour system. In 1892 there were three men on a machine at the Riverside, whereas now on the same machines four men and a broke man make a machine crew. There were no tour bosses and no night boss. At that time the newsprint made at the Riverside went to the Chicago News, Detroit Journal, and Indianapolis News. During the Chicago World's Fair, the Riverside supplied paper for the Chicago Inter-Ocean printed on the Fair grounds. In 1910 the Riverside began making Kraft and in 1916 the first bond was made.

On another page there is a picture of the first operating crew at the Riverside. Many of the names of this crew have been supplied by "old timers." In some cases parties interviewed have not been absolutely sure of certain names. The Bulletin will be glad to receive the names that are left out and to make corrections, where needed. At another time we hope to have pictures and recollections from other Riverside pioneers. Geo. Murray at the Riverside time office drove a team, when the mill was erected, and he had one particularly nervous horse that no one else could drive. James Stewart, now tour boss at the Riverside, started in at the old pulp mill in 1888 and is the oldest man in paper at the Riverside. Alec

Murdock has been engine man at the Riverside ever since it began and was in Boston the day the picture was taken. He has good reason to remember the old Atlas engines then in use. C. P. Kimball of the main office began in 1893, and was bookkeeper, timekeeper, shipping clerk, purchasing agent and storekeeper. Fred

Sylvester at the Cascade was also one of the first employees at the old pulp mill. John Gullison has brought in a picture of an old pulp mill crew and the Bulletin will be grateful to those who will volunteer to furnish further information before it is published.

BROWN COMPANY EMPLOYMENT RECORD

		MILL	DATE	19
		Male or Female		
NAME	<i>Lizzie Curtain</i>			
ADDRESS Street and Number	<i>Pie Lane, Milan, N. H.</i>			
HAVE YOU WORKED HERE BEFORE	<i>Yes</i>	WHERE	<i>Here</i>	
DATE BORN	<i>Guess when</i>	PLACE OF BIRTH	<i>Fiji Islands</i>	
CONSTITUTIONAL CONDITION	<i>Corn fed</i>	EYESIGHT	<i>½ blind</i>	HEARING <i>Sure</i>
NATIONALITY	<i>Arabian Baptist</i>			
NATURALIZED	If First Papers have been taken out state date and place		<i>I'm not yet draft age</i>	
MARRIED	<i>Not yet</i>	DEPENDENTS	<i>2 dogs</i>	
SPEAK ENGLISH	<i>Not over the phone</i>	EDUCATION	<i>of course</i>	
KIND OF WORK CAPABLE OF	<i>Anything except dish washing</i>			
LAST EMPLOYED AT	<i>Albert Theatre</i>			
REASON FOR LEAVING	<i>No more good shows booked</i>			
DEPT. NOW ENGAGED BY	<i>Researches</i>			
OCCUPATION	<i>Wait till I know</i>	RATE OF WAGES	<i>My business</i>	
TIME CARD NO.	<i>99999999</i>	HIRED BY	<i>Berlin Reporter</i>	<i>Foreman</i>

NOTE—For each employee engaged this form must be filled out and sent to Time Office promptly. Timekeepers, please see that they have this record complete before they issue time cards.

THIRTY YEARS OF BLACKSMITHING AT BERLIN MILLS

"You can't build anything without a blacksmith shop." Such were the words of James Joseph Malloy to a boy, who called to ask him why there were no items in the Bulletin from the blacksmith shop. And as he talked, one knew why it was that out of the Berlin Mills blacksmith shop have gone some of the best blacksmiths that New England has produced and why our own blacksmith shop is the best place in New England for a man to learn his trade. Jim's grandfather was a blacksmith, his father was a blacksmith,

Washington would open his eyes if he should lead his milk-white charger into Jim's shop. And if he did, the horse would be shod by an expert, Anthony J. Dunn, who was on the Grand Circuit for seven years and shod Dan Patch and other fast ones.

Jim Malloy came to the Berlin Mills Company in 1889 from the Grand Trunk shops at Gorham. Even then the shop was an old shop dating back even of the incorporation of the Company in 1852. In those early days it was known as the old Winslow shop and was patronized by farmers who brought oxen and horses to be shod and carriages to be repaired. Jim says that the shop is now eighty-five years old.

smiths, who worked from 6.00 a. m., to 6.00 p. m., with forty minutes for dinner. Today twenty-five men make a full crew and although they have power shears and a steam hammer and two drills, they often have to work overtime to do the work required.

Jim talked wistfully of a new shop with a heating oven, which on heavy work would accomplish with one heating what often requires fifteen or sixteen heatings on a forge. "But," said Jim, "with present construction work under way, we can't have everything; we've got to do our part and stagger on."

After working for the Berlin Mills Company a short time, Jim went back to the Grand Trunk for a brief period. He



BLACKSMITH CREW

Back Row, Standing (Left to Right)—Otto Halvorsen, Joseph Dunn, Andy Malloy, William Wardwell, Jr., Hugh McDougal, Edward Walsh, Edward Fournier, Leonard Bowles, Sidney Perkins, John Albert, Tom Gravel, James Flaherty, Axel Johnson, Mike Malloy.

Sitting—Jerry Cantin, Jr., Baptiste Couture, Hans Bjornsund, Fred Perkins, Pat Collins, Anthony Dunn, William Willett, (back) Jim Malloy, (front), Peter Fournier, Hugh Wilde, Peter Noonan, Joe Britton.

and today Jim is boss of the best stocked shop north of Boston; a shop that has played an important and essential part in the development of the great Brown Company, for which we are all proud to work, and which today, heavily overloaded, is responsible for a part in every undertaking. For variety of work done, our shop is unequalled. In it are made side by side at times small markers for scalers and huge railroad frogs. The shop is now responsible for forge work involved in locomotive, car, and automobile truck repairs, for mill work and bridge work and for the making of toggle and slip-noose chains and other things used in river work. In fact, we imagine that George

In 1889 the heaviest anvil in the shop weighed 125 lbs.; today there are nine anvils, weighing from 300 to 345 lbs. There were three forges operated by old hand bellows; today there are eleven forges with draft from power blowers. The first fan was put in the machine shop in 1892. Then they used hand drills and hand gaggers. There were no horse stocks. The work was mostly sawmill and river work, although then as now there were horses to shoe, to say nothing of the loquacious and stubborn mules used to draw cars upon a railroad (1½ inches wider than U. S. Standard Gauge) on which all the locomotives were hay-burners. Then there were three black-

returned soon, however, and in 1891, when Palmer was killed, he took charge of the shop and has been boss blacksmith ever since. Palmer's death occurred before the "Safety First" movement had much significance. A box full of dynamite, unfortunately containing a fresh cap, had been brought up from the river and placed near the fire to thaw. Straw packing caught fire and Palmer in taking the box out was caught when the cap detonated the dynamite. Since then the shop has been haunted. The brave blacksmiths are not much afraid of the ghost, but it has been seen by boys and others. This, however, is a story of its own and we'll save it for another issue.

Under Jim's direction was forged the iron work for the steamers Diamond and Berlin, designed for service on Lakes Umbagog and Parmachenee. The shop has also played a part on the company railroad, such as the change to standard gauge, the building of the rainbow truss bridge at the neck of the bottle. The rainbow truss bridge has an interesting history. In 1873 it was built by the Grand Trunk Railroad to span the Peabody river at Gorham. When it was replaced there by the present one, Mr. W. R. Brown bought it and it was put in place of the old wooden structure that we then used for a railroad bridge. All the first work for the Cascade railroad was done at Berlin Mills, though now the Cascade has its own shop. All the early Burgess shafting

an interesting collection of marking axes and picaroons. One of these can mark a log with the letter "H," the company's brand in the United States, while another can scar "Q. I. C.," the mark used in Canada, which reminds one of the time when the Brown Corporation was the St. Maurice and Quebec Industrial Company. Jim shows with pride a hunting knife, forged out of a single piece of steel. The mate to this knife won "first prize" at the St. Louis Exposition.

At the blacksmith shop there is a spirit of team work. On the night of August 3rd, a fire gutted the place. Jim was there immediately after the alarm, using cotton waste in every place possible to save the babbitting of the steam hammer and shears, and they were saved. Important

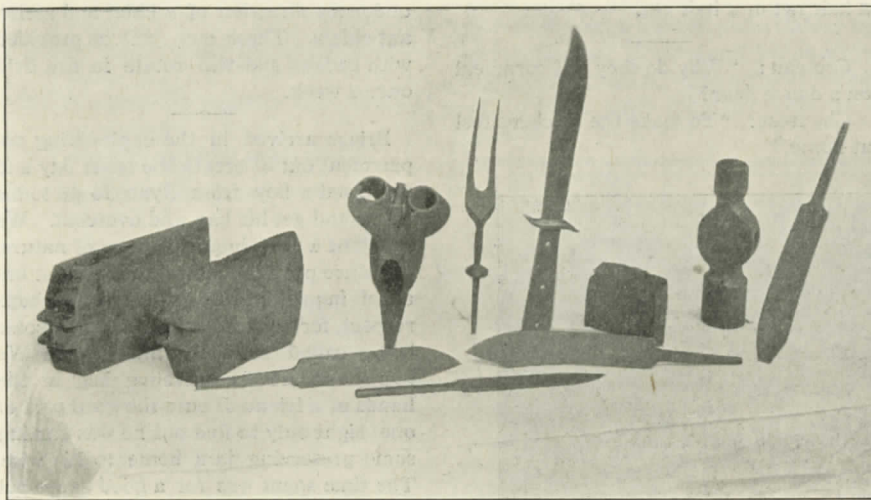


EXHIBIT OF WORK HAND FORGED BY JAMES MALLOY

Left to Right—New H Stamping Axe, Old H Stamping Axe, Q. I. C. Stamping Picaroon, Carving Fork, Hunting Knife, forged from one piece, with solid guards. The mate to this won First Prize at the St. Louis Exposition, 1904. Piece of the steel from which knife was made. Blacksmith's Hammer, Skinning Knife—the three knives lying in front are also skinning knives.

was welded in the old mother shop by means of a forge fire and a hand-ram. From Jim's description a hand-ram apparently works on a principle similar to that employed by the Indians, when they used logs to batter in the doors of early New England blockhouses. Instead, however, of being carried at full speed on the shoulders of Indians, it was suspended from the rafters. Equally lusty effort was required, however. During the period since 1891 the sawmill has been rebuilt twice.

Not only have methods for handling large work undergone improvement, but river tools as well have changed. The cantdog of 1891 was crude as compared with the modern peavey, invented, Jim said, by a man named Peavey. Jim has

work had to go on. The blacksmith crew worked nights at Burgess and Cascade, until they could go back to their own shop, prepared to do its work, but still charred in many places. That's what we call loyalty, not of the lip sort, but the real stuff, that's found in the whole Brown Company organization.

For ten years Jim gave boxing and gymnasium lessons up where the store now is. Among his pupils were the leading lawyers and professional men of the town. Under his tutelage Battling Bill Dooley was trained. And today Jim could give boxing lessons four nights a week and not feel it at all.

A GOOD THING

If, after thinking it over a long time, you have ever decided to "take that insurance policy the agent told you about," if you have filled out the application, made the first premium payment, had the doctor examine you, and, if after all that, you have been told that you were declined by the Insurance Company because of the condition of your health, you have probably felt as Fred felt the day I met him on his way home from work.

"And the worst of it is," he added as he finished the story of his troubles, "I could have gotten the insurance last year without any trouble, but I just put it off."

So far as I could see Fred looked as well as he had ever looked. I asked him if he had been thinking of dying, since he took this sudden interest in life insurance.

"No," he answered, "I don't expect to die, but you know the folks are pretty old and I'm the only one they have to take care of them. It's all right while I am here, but I wanted to get some insurance for them because you can never tell what will happen."

About two months later I had occasion to pass the factory where Fred works. I saw a large white poster fastened to the door, and wondered whether they were going to have a dance or an entertainment. Of course I had to go over and read it.

"You are insured," the headline told me. "The Metropolitan Life Insurance Company protects our employees—No medical examination—No cost to you."

I wondered, then, whether or not this included Fred, so I stopped in to see him that night on my way to the lodge. "You bet I'm in 'it,'" he told me. "Here's my certificate—a thousand dollars life insurance—payable to my mother if I die,—and no medical examination," he continued. "Of course, I haven't any thought of dying, but you know it's a sort of comfort to know the folks would have the money if anything did happen." I agreed with him. It was a good thing.

We, too, are protected by the Metropolitan Group Insurance Plan.

Did you ever notice when a man becomes prosperous he begins to ride everywhere he goes, instead of walking and obtaining the much needed exercise.

Work is an honor. The dishonor is in not knowing how to work or in shirking your share of it.

A certain amount of leisure is good, but I-D-L-E-N-E-S-S does not spell happiness.

SULPHITE MILL GAS

If your car breaks down see Fred Hayes of the wood room. He can fix any kind of a car. He should open a garage on the East Side.

Jos. Bergeron is the champion wood unloader at the drums. He will try any man.

Willrod Carrier has started to build a house on High street.

Hillaire Billadeau claims to be an authority on how to save money.

It is reported that Thos. Donahue, foreman of the SO₂ plant, is greived. He passed over a \$20.00 bill lying on the sidewalk one evening lately and did not see it. He had those eye glasses in position.

I wonder if our manager read the items in the Bulletin about lights around the mill. More lights have been placed around the bleachery storage and coal yard so that we can see where we are going.

If anybody wants a good rent there is one on Champlain street, four rooms, no bath and no hot water, for the small sum of \$40.00 per month and raised every month.

Simon Duchaine wants to know how to keep his hair out of his eyes. We suggest a hair net or a hair cut.

Croteau: "Why do they put cornmeal on a dance floor?"

Chaurest: "To make the chickens feel at home."

"Why listen," said Delarge to Belanger, "our outfit used to travel so fast that we did not give the Dutchmen time to think what to do to escape us."

"That's nothing," answered Archie, "we moved so fast that when we got into our new position the shells we had just fired made a barrage so that our reserves couldn't follow us."

The sulphite mill fire department has been somewhat remodeled and as may be noted in the mill directory, is now on a more permanent basis, certain men have been selected as volunteers in case of fire under the direction of a chief and assistant chiefs. These men will be provided with badges and will rotate in fire drill once a week.

Briggs arrived in the engineering department out of breath the other day and borrowed a boy from Ryan to go to his house and get his bag and overcoat. We aren't of a very inquiring turn of nature, but since prohibition we have a most unusual inquisitiveness, and also perhaps respect, for mysterious bags and overcoats being called suddenly into play. We gumshoed after a traveling bag in the hands of a friend of ours the good part of one night only to find out he was carting some preserving jars home to his wife. The time spent was for a good cause but we were out of luck.

The Burgess band deserves credit for their work in the past. On every occasion it is up to the Burgess band to furnish music. They find it difficult to keep the band as it should be. Some of the men do not attend rehearsals and when they are wanted to play they are working somewhere else. Why not enlarge the band and not restrict the membership to the Burgess. Enlist men from other mills of the company and men who will be on hand when they are wanted. This would not mean that you could not play anywhere else but to find out if your band has an engagement. As this is the only organized band in town I think these suggestions should be considered and a Brown Company band formed, and I am sure the company would not see an organization like this short of funds.

A BURGESS MAN.

We could produce a race of giants in half a century if we obeyed the laws of health that are in the Metropolitan circulars that we receive every now and then.



One of the Old Time Get-together Clubs

Dave Hazzard of the electrical crew has resigned from Capt. Bailey's Boy Scouts and joined General Dupuis' Home Guard. Dave says Bailey changed his job so often he couldn't get his required amount of sleep.

That Arthur Thomas believes in following good advice is well proven. Didn't the Bulletin say to report minor accidents? (Is he a minor?) Well, little Arthur evidently believes in "first aid" all right because so far this week he has only had a broken finger and I don't know what kind of an elbow. However, he was wandering around the curve room this morning so we trust he is being well insured.

You don't have to leave it to Mark Frost to get the wild animals. Mr. Drapeau got an owl the other night on the YMCA grounds at 11.45 P. M.

Frank Ells of the Machine Room has started through the wild woods of Cates Hill shooting wood-chucks. He got so many that he will have a fur coat made for this winter.

Amie Lavoie joined the Benedicts on September 28th, and after returning from a honeymoon spent in Canada, the boys at the bleachery presented Amie with a handsome rocker. Accept our congratulations, Amie, and may all your troubles be little musical ones.

SULPHITE MILL GAS—Cont.

A man whose loud voice is his only weapon, soon finds that it has become dull, especially in election times. Ask Mike Myler, he knows.

"Yes," said Amelia, "I realise that it takes all kinds of people to make a world and I can say I am very glad that I am not one of them."

The heavens it seems must resound with the din,

And the air is reported quite bluish in tone,

And Bob's trip hammer sounds like dropping a pin

When Gilbert talks on the phone.

Oh! he rattles the hook and he talks in a way

That verges on profane and echoes so loud

That it seems his remarks must reach I should say

Far away to a corpse in his shroud.

Poor Frances gets pale and the boss waxes red

And the men turn away and leave him alone,

For he shouts as if trying to waken the dead

When Gilbert talks on the phone.

Howard Powers is back again after two weeks' vacation which he spent in Rumford and Biddeford, Maine.

Arthur Holt took charge of the wood room while McDougal was away on a vacation.

John Lavoie is always fond of an argument, but is always willing to admit there are two sides to the question, his side and the wrong side.

Bert Dillon and Albert Nicol attended Oxford County fair last week.

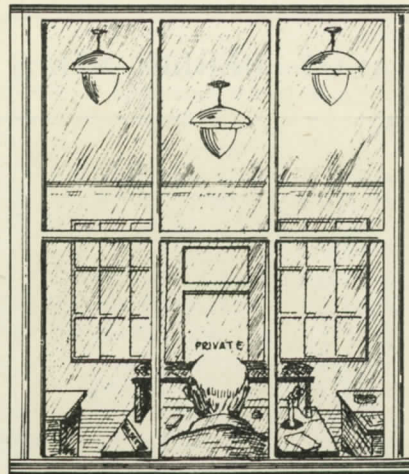
First, second, third class (and then some) musicians spend their Sunday evenings at Mr. John Lavoie's house in his new music room. This is certainly a great place to enjoy yourself. Quite an orchestra has been started and in time a Burgess orchestra may be developed that the mill may well be proud of.

Briggs was gumshoeing around all during the World Series covering any kind of a bet, good or bad. Most of them were bad, but this does not necessarily show poor judgment—because Eddie Challoux won most of his bets.

Jerry Cowie and Al Palmer were telling about the big crop of hay and potatoes they were going to raise, but when Jerry and Al cut their hay and dug their potatoes they had about enough hay to use for pipe cleaners and Jerry's twins are using the potatoes for marbles.

Albert J. Croteau of the machine room dryer force, took a vacation last August at Milan Hill chopping wood and haying for his father-in-law.

A resounding war-whoop broke the "unusual" stillness of the engineering department recently. The cause for same was the discovery by Mr. Stewart of a "sparkler" of most beautiful brilliance on the "right" finger of the left hand of Miss Gillis. Although this has been expected for some time, it nevertheless had several gaping mouths and popping eyes for a few moments. The congratulations of the entire office force are extended to Miss Gillis.



BRIGHT LIGHTS OF THE MAIN OFFICE
AS SEEN FROM THE FOREMAN'S ROOM

LUNCH ROOM RULES

Please don't spit on the floor.

Don't drink the catsup.

Don't lick the mustard paddle.

Don't come here to loiter and think, this place is here to eat and drink.

This is a lunch room, not a grocery store.

This is not for the office help alone, it is for everybody.

Our waiters at the lunch room seem to be pretty busy lately. Mr. Collins entertained two young ladies Sunday and the report is that they came from Rumford, Maine. Mr. McGinnis, who is an expert man around the ladies said that they could not have been from Rumford. Who knows where they were from? Collins does.

The office force at Burgess have not missed a ball game this summer; that they did not have to dig up any worn out excuses of dead relatives, etc., commonly used in big city offices; that there are few offices that can boast of such generosity on the part of those in charge. The hearty thanks of all the fans in the office is hereby extended to those responsible for the many good games we have been allowed to see this past summer.

Where is that feed that was guaranteed by the losers of the Mill League? Electricians, why not get busy? We always thought you were good sports—we hope we are not wrong.

On September 30th, in the year of our Lord, nineteen hundred and twenty, the Grumblenots planned the dedication of the "We-O-Na." This plan was carried out, and in spite of the heavy rain storm, you could see the girls with heavy laden knapsacks and "bumbershoots," trailing up Burgess street, not forgetting to stop at the East Side Bakery to purchase hot rolls and chocolate cakes. All set then, we started, except for "Boots" and "Smithy" hanging back to do justice to the rolls just purchased.

As we approached the camp "Skinny" shouted, "Hey! kids, look at the light." On entering the camp the cracking of the fire told us that someone was there ahead of us, not Johnny on the spot, but this time Joe. Joe who? Why don't you know, Joe McKinnon, the proprietor and manager of "We-O-Na."

When do we—what do we eat? was the cry heard from the crowd. With Juliette as chief cook and bottle washer, the following eats were prepared: Sweet 'taters, Hamburg steak and cranberry sauce, ya know all good things to eat.

The "Porter" doesn't believe in "self-service," she served the "Butler." Hey, "Boots" how do ya like it? The fun for the evening started with the most dramatic love scene entitled "Romeo and Juliette" which was carried out in a professional way, why yes—something similar to "Fatty Arbuckle" and his ladies.

When everybody had recovered from that spasm, the next was the "Spanish Fantasia," by Mrs. Ben. Oh, just one laugh after another. We forgot all about the time but realized that 7-30 came early in the morning. The girls left, calling the party off until next week.

If you have noticed we have two eyes, two ears and only one tongue. This means that we should always see and hear a great deal more than we should say.

SULPHITE MILL GAS—Cont.

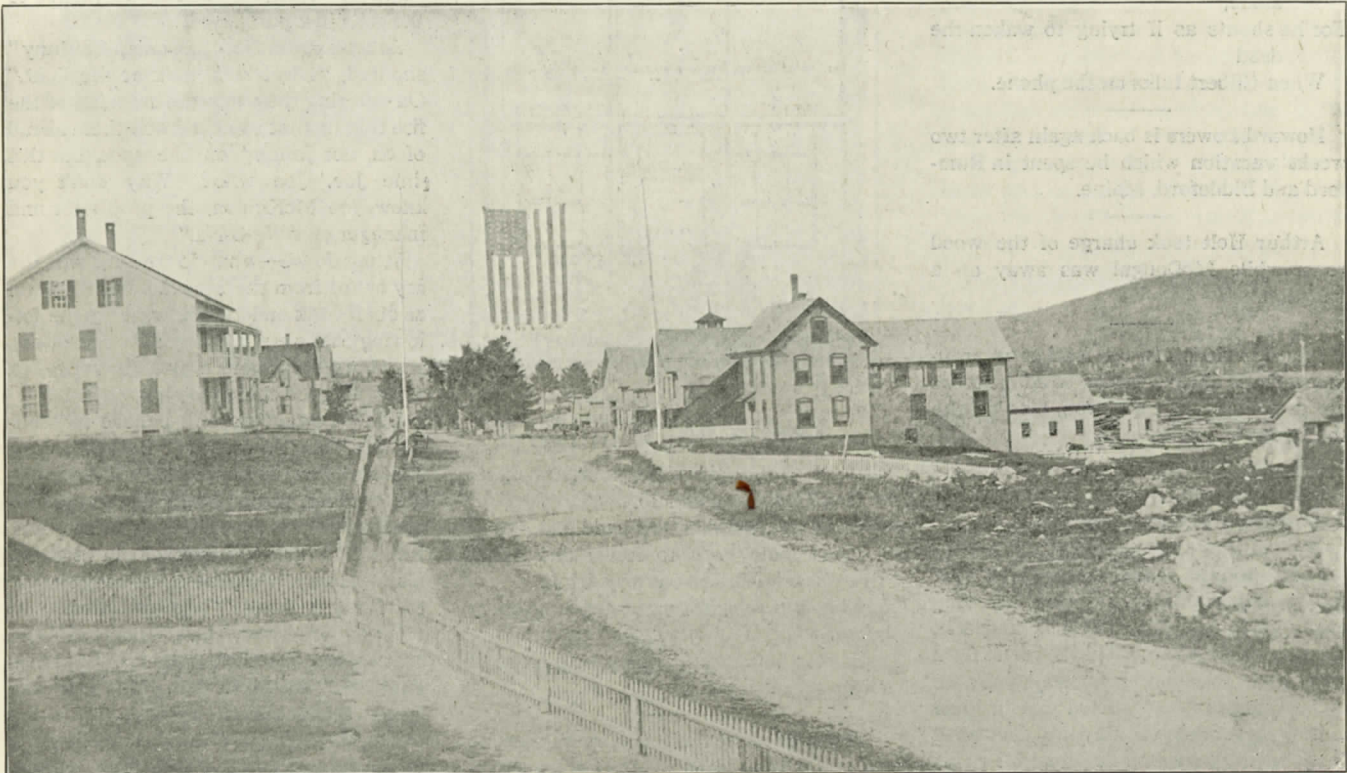
Miss Sloane of the engineering department is going in training, she says, so she can operate her new 18" carriage type-writer. The joints of this machine are somewhat stiff and the springs good and strong. The reaction is not very prompt under a delicate touch.

MacKinnon's camp has been the location for many a good feed recently. "Joe" is not a bit selfish with this beautiful little spot he has made high up on the East Side of the river. The view from this spot is certainly wonderful, both at night and day. Messrs. Raeburn, Stewart, Ryan, Condon and Thayer had the pleasure of visiting with Joe recently. With Mac's stories of the "good old days," Raeburn's funny yarns, Ryan's capacity for grub and Stewart's non-alcoholic and critical remarks on various topics of the past, present and future, it certainly was a night well spent. Condon tried to shinny up the big beechnut tree but

missed his footing and the tree shinnied up him, he says. His shins are still aching. Ryan, being an ex-marine, and having climbed to the crow's nest many a time went up the tree like a wild cat. He sure fed us the beechnuts good and plenty. Condon couldn't seem to see why there weren't more nuts on the ground. He claims that everything is back side before anyhow lately and probably the squirrels are too darn lazy to climb the tree after the nuts and only pick up those that drop.

The Burgess band played at the ball game between the Braves and Nibrocs. Remarks were heard afterwards as to how good the band sounded. Probably there are few who know the hardships and difficulties under which this band is jaboring. Many seem to think that all that is necessary when music is desired, is to "Call out the band." Mr. Stevens willingly agrees to play, and as director he is responsible for the quality of music

this band produces. Every band man will tell you that as a leader the Burgess mill is certainly fortunate in having the services of such an able musician as Mr. Stevens. But, he is not an Alladin. He cannot rub his lamp and produce a band out of nothing. It is probably not generally known that the band is limping along now at rehearsals with one poor trombone, three cornets, one clarinet, one baritone, two basses, one flute, and one piccolo and base and snare drums. We have a director of the first class, as stated above, and what we now need, to have a first-class band, is one good trombone player, one solo cornet player, one baritone player that the present baritone may be shifted to first alto, and two or three clarinet players. When the band goes out now, we have to scout around town picking up here and there such parties as we must have in order to produce any music at all. Suggestions from any quarter are solicited.

THIRTY-SIX YEARS AGO! BERLIN MILLS IN OCTOBER, 1884

The Blaine-Logan campaign flag in the foreground is a distant reminder of one of the closest elections in American history; a campaign in which the Mugwumps, the Mulligan letters, and a Rev. Mr. Burchard all played a part in electing

Cleveland to the Presidency. In a current number of the Atlantic Monthly, there is a good character sketch of Blaine by Gamaliel Bradford, and a discussion of the issues that were agitating the minds of men, here as elsewhere, during that

memorable campaign.

Now, as we look back upon them, we realize keenly that both Cleveland and Blaine were great Americans, whose lives may be read with profit, if a person will but take the trouble.



CASCADE JUICE



The Nibroc Bond has made its appearance in the field of good correspondent papers and its some sheet. If you don't believe it ask George.

Arthur Ross is assisting the mill staff for a short time on special problems.

S. Emery has accepted a position with the Research Staff.

The Acid Room clerks are settling down now that the Big Shows are going into winter quarters.

The new Blacksmith Shop, of brick construction, with painters' quarters and paints, will make a worthy addition to the mill quarters and buildings. You'll have to get a white collar on, Pat, when you get in, and a boy to shovel the smoke out to maintain its present appearance.

The waxing and towel machines are working to capacity, but we will enlarge if necessary. Paper making is our business.

The pipe line to the bleachery from the chlorine tanks sprung a leak and in spite of the most careful manipulation our percent bleach was gaining ground steadily. It reached a climax on the night of the 13th and the trouble was located.

The cutter room has placed a large cutter in their room to take care of the immense amount of business on Nibroc products.

The last issue of the Bulletin showed a very worth improvement both in news and more especially in photos. The work was very well executed.

An attempt to organize Association football did not prove very successful and the chief reason given was that they did not know the game. The chances are that nobody would know it till they played some. We had a few of the Old Country's players who were willing to start the ball rolling but it lacked enthusiasm in our otherwise popular athletics.

The new storehouse is commencing to loom up and will be a big improvement to the mill surroundings by its appearance.

Wm. Palmer took a trip to Brooklyn, N. Y., to see the World Series.

Newell Johnson and Mrs. Johnson have returned from a month's vacation spent at Atlantic City, N. J. Newell claims that if he leaves Berlin he intends to settle in N. J. Skeeters and other insects will have something to say about that.

A. J. Lennon, Wm. McGee, A. McDonald, H. Jefferson, Leroy Burns and Theo Rix went hunting for deer, but up to this writing we have seen no deer meat passed around. Of course we do not mean to insinuate.

John Hayward has returned to work after being laid up for several weeks with a sore foot.

Sometime within the near future the Electrical Employees intend to duplicate their electrical ball.

Death visited the family of Napoleon Martel when it called his father away Friday, October 8th.

Phil Goss was also unfortunate in having death take from his family his beloved father, Hon. H. I. Goss.

The heartfelt sympathy of the employees of the Cascade Mill is extended to the above bereaved fellow employees.

The men unloading the limestone to the acid towers should be careful that persons obliged to pass are not hurt by falling pieces of rock from their trucks. "Safety-First" should be each man's motto; this applies to passersby and workmen, not only here but everywhere. Your carelessness may be the serious injury to some brother worker.

Fred McKenna is working overtime on his auto factory. Look out, Henry, or you'll have to drop prices again.

John Audley is working in the Screen Room.

The Braves were here and some of the boys had a sudden illness. Their grandmothers must be deceased as they did not offer any popular reason for not "showing up."

Harold Knapp of the Research Department is assigned to the forces of the Cascade Mill.

Anyone wishing to sell their sheds and barns will communicate with E. A. Bird. He is razing the old blacksmith shop with his house-wrecker, Asst. Babb.

Recent matrimonial events include O'Neal Twitchell of the Electrical Department to Miss Marion McCrum, and Elmer Merrill of the Millwright Department to Mies Hazel Jones. We haven't received the cigars yet, but any old time is alright, boys. Congratulations.

The grounds adjacent to the blacksmith shop are being prepared for building and it looks reasonable that our extensive buildings will soon attain mammoth proportions. "A bigger, better Cascade Mill" is our slogan. Boys, we need your earnest co-operation.

Z. B. Forbush has been transferred to the mill laboratory staff.

Mr. Phil Cote of the Sub-station crew was unfortunate enough to have death take from his home his beloved wife, who passed away Friday, October 1st.

1. Accidents do not happen, they are caused.
2. Be not a minute wise and live foolish.
3. More men are killed by accident than by war.
4. The wife of a careless man is almost a widow.
5. Take anything good, but don't take a chance.
6. Prevent accidents before they occur.
7. To stand still in industry is to slip back.
8. Every American has the power to do good or bad for his country.

Be an optimist. If things come to you dark side uppermost turn them over, get the bright side on top.

A man is not easily tempted to do wrong if he feels right.

"Oh! what a tangled web we weave when first we practice to deceive" said Sir Walter Scott.

UPPER PLANTS NOTES

RESEARCH DEPARTMENT

Another "Joliet" married. On October 16th, Miss Florence Fancy to Mr. Leslie Holsworth.

Harold Brakewood claims the honor of the first deer of the season among the Research crew. It was a 230-lb buck.

Early one Sunday morning, while the village of Gorham was peacefully sleeping, a party of hikers appeared from Berlin and started down the Shelburne road, hoping to reach Bethel before sunset. The adventures along the way included a picnic lunch at Mr. D. P. Brown's farm, cider at Mr. O. B. Brown's, the capture of a man, raids on apple orchards, and others too numerous to mention. Arriving at Gilead at 5.30, they found themselves stranded. The train stopped only at Bethel, ten miles away, and at Gorham. There had been a fire in Gilead and the whole town was all in, including horses and vehicles. So the group promptly staged a vaudeville show with singing and dancing to keep up their spirits, and decided to look for a barn well padded with hay in which to pass the night. But luckily this crowning adventure was spared them by the arrival of Mrs. O. B. Brown's car, in which they speedily came home, arriving in Berlin at 8.00 o'clock. Here they are; ask them about it:

"Irish" Solberg,
"Pete" Snodgrass,
"Flo" Snodgrass,
"Andy" Anderson,
Marion Ordway,
Ruth Dahl.

Announcements have been received of the marriage of Miss Dora Gray to Mr. Howard Smith in Berlin on October 2nd.

The engagement of Miss Alma Murray and Dr. Curtis W. Thing was announced at a party given by Miss Murray to the Pleides Club.

Born in Berlin, October 2nd, a daughter, to Mr. and Mrs. Raymond Oleson. Mrs. Oleson was Miss Ingeborg Boborg of the photo section.

Did you notice our stenogs and female laboratory assistants in last month's Bulletin? Miss Anderson was so disappointed not to have been with the bunch that Nils Johnson offered to pose with her

for a special photo to be inserted later. When some of the girls complained because they didn't take a better picture, Cave was heard to remark that a saccharin smile and a magnetic oxide of iron complexion never did produce a Mary Pickford effect. "You tell 'em dictionary, you got the words!"

"Tot" Tollen cornered "Duck" Swan the other day and asked what he was doing up in thirteen-mile woods one Sunday shooting little birds with an air rifle.

A number of the boys are taking advantage of the good hunting weather over the week ends and the country over back of Mt. Forist bids fair to be cleaned up before snow flies.

H. P. Vannah and family spent the last two weeks of September at Augusta, Me.

Miss Fogg enjoyed her vacation in and around Boston, taking the trip down and back by automobile.

Therma Fancy spent three days of the month with the State Guard at their Shooting Encampment held in Concord.

Mr. Graff attended the 22nd Annual Convention of New England Photographers at Springfield, Mass., where Orr, the noted European etcher, had a remarkable exhibition of etchings.

Messrs. Moore, Richter, Van Arsdell and Jones attended the 5th National Exposition of Chemical Industries in New York City.

Jack Reid has registered with the entering class at the University of Maine.

Newton L. Nourse of Lancaster and Robert C. Sawyer of Concord are new employees at the Bureau of Tests. Mr. Nourse, a graduate of Colby (1919,) has been teaching chemistry and physics and coaching athletics at Stratford High School, Stratford, Conn. Mr. Sawyer has spent two years at New Hampshire State College.

(a) What is the definition for a chemist?

(b) A chemist is a member of the Research staff who is easily vamped by some member of the female sex and be-

fore he is aware of the fact, is off on a two weeks' honeymoon. If you don't believe it, ask Thing, Knapp, Burningham, "Al" Webber, Smith, or in fact almost any of them.

The Research stenogs are wondering why cigars are the chief pastime. The custom used to be chocolates and unless this custom is revived, the girls are thinking quite seriously of adopting the nicotine habit.

MACHINE SHOP

Ira Garland, who has been away two years, working with the Atlantic and Pacific Shipbuilding Corporation at Portsmouth, has returned to the machine shop.

Herb Kelley and Frank Perkins have been away on a hunting trip up back of the Percy Range. They got nothing, except that Kelley got tired.

In Joe Scammon's office there is a picture of an early machine shop crew. It is slated for early publication in the Bulletin, and Joe has promised to tell of the part the machine shop has played in the development of the Company.

BLACKSMITH SHOP

Jim Malloy has invented some very useful tools, forms and dies the past few months that have been a great aid to the boys in the shop in turning out iron to be used on car repairs. And he has a lot up his sleeve yet that will open their eyes.

Fred Perkins is operating the steam hammer, and does very well on his new job.

We are glad to see Roy Brown up and about again. We trust he will be with us soon.

Axel Johnson, the tall Swede helper, is surely the tallest man in Berlin. Axel is very tall and Jerry Cantin is very short. Pat Collins asked Jerry how he would like to box with Axel. Jerry replied that he could chop the Swede down to his size in very quick time. More power to you, Jerry.

Lloyd Budway started to work as stock man October 11th, and we are very pleased to have him with us.

UPPER PLANTS NOTES—Cont.

Anthony Dunn has turned out a very good-looking assortment of fancy horse-shoes. They are on display at Mr. O. B. Brown's stable at Shelburne, N. H.

Pat Collins has returned to work after several days' illness and is as good-natured as ever.

Old Jim Flaherty is on the job, salvaging turnbuckles and shackles. Jim is a very even-tempered old lad.

Happy Hines is back in the regular crew once more. He has been running Jim Lowe's fire on the new power house job. Jim has been down in New Brunswick for the past month, and is telling the world that New Brunswick is some place to spend a vacation fishing and hunting.

Tom Gravel and Peter Noonan had a trip to Sherbrooke a short while ago and they had a fine old time.

Hans Bjornsund, the new blacksmith, is rather a handy chap at most any line of work. He is a very good violin maker and has some for sale.

A. J. Dunn shod the horses that Mr. W. R. Brown entered in the endurance race.

Ed. Fournier has been looking wedding rings over for the past few days.

The other day Hugh McDougal was having a little chat with Axel Johnson. He asked Axel if he was married or single, and big Axel answered, "Oh no, Oh no, I was a Swede."

Lester Clinch is running a fire. He is sharpening drills for the new power house job.

RIVERSIDE MILL

Mr. John Nolen has been requested to join the union of cigarette bummers. We all hope that he may succeed and be President of the crew. Watch out for the bummers.

What is the matter with the new Riverside paper mill and the Brown Bulletin? Has King Oscar decreed that no news go forth from his royal palace? Long live the King!

Now that it begins to be cold, we hope the Brown Company will start a hot dog factory and put it up at the Riverside mill. Can you guess who that hot dog eater is? If you do, put it in next month's issue.

Hey, Feidle Arsenault, I'd like to know what was the idea of going down to Portland, October 9th. What's the idea of getting married? We never thought it would be so soon. We wish you a happy life, but "Oh, you kid." Watch out for the cigars. We don't smoke cheap cigars, so give us the best.

Watch out for the soap bumper.

One of six crews—

No. 1 hand, the watcher,

No. 2 hand, the waker,

No. 3 hand, the helper,

No. 4 hand, the loafer.

This is some crew!

KREAM KRISP DEPARTMENT

Through the columns of the Brown Bulletin we wish to extend our profound sympathy to Albert Hanson of the Refrigeration Plant, whose brother, David Hanson, met death in an auto accident Oct. 12th. A beautiful floral tribute, the gift of Kream Krisp employees, gave silent expression to our deepest sympathy and highest respect for a deceased fellow-workman.

Nap. McNeil and James Pye have left us to assume duties in new fields.

"Mitch" Fournier is with us again after an absence of several months.

Delphis Ramsay is once more monarch of all things pertaining to yard and warehouse. It is several months since the yard gang was more than a one man outfit, but now Delphis and his followers are making the dust fly.

Boxing—Boxing—"Jumping" Pol Dubey, "The French Jew" vs. "Cyclone" George Robinson, "The P. E. I. Whirlwind." Promoters note: This match will settle a feud which started in the packing room, when the "Cyclone" rudely took possession of the "French Jew's" private office and neglected to perform certain duties before leaving. An exchange of felicitations took place at the time, but due to mill rules the bout could not be held then and there. Therefore, the above match has been arranged for the near future, the date to be announced later. Neither man can fight, but both have strong backing.

The new Refinery is rapidly nearing completion under the watchful eye and clever hands of Ed. Reed and his hammer welders.

During the World Series games John Thoits gained the title of "Ponzi."

Sam Montminy is working in the Refrigeration Plant. Sam hails from the Sulphite Mill.

Dick Royston is studying the art of the needle. If time spent studying will give skill, Dick should be a past master of the art by this time.

Constance Bostwick spent several days during the past month at her home in Auburndale, Mass.

Alice Lott was a visitor to Hartford, Conn., during the month.

Delphis Ramsay's new home is nearly completed.

Bill Richards spent several days working on his house; also several dollars, says Bill.



Mark is telling a friend how big it was, but his side-kick, "Pete"—as usual, is spilling the beans.

Every man throws a rock now and then that he would like to have back in his hand.

If you read it right a failure is a guide pointing the way to success.

Life is too short to spend any of it in gossip or foolish misunderstanding.



PORTLAND OFFICE



W. B. Moore, our western representative located at Chicago, visited Portland office on business recently.

An impromptu outing down the harbor was enjoyed by about 25 members of Portland office, Saturday afternoon, Sept. 25, through the courtesy of Capt. Rowell. At 2.30 p. m., the Lewis L., our new tug, left the wharf and sailed for Falmouth Foreside, stopping at "The Graunkar" to take aboard Mr. and Mrs. H. J. Brown. The sail was resumed as far as Yarmouth and then the return was made towards Portland, arriving at the dock about 5.30 p. m.

The craft is 65 feet overall and 14 feet, 8 inch beam, and is newly equipped with two Mianus Deisel explosive engines of 30 horsepower each, and twin propellers. The fuel used is 150° test kerosene, and will burn a little less than a gallon per hour. She makes a very economic and seaworthy boat for the purpose intended.

Harold Chase, purchasing department, was in New York on a business trip. Mrs. Chase accompanied him.

On October 9th, Mr. and Mrs. Brockway entertained the members of the accounting department and their families at the annual outing held at Scarboro Park, Scarboro. Covers were laid in the dining hall for 60, and a most enjoyable dinner was had. The feature of the afternoon was the ball game between the Sheep and Goats. The sheep won the game by a score of 10 to 9. Entertainment for the children was provided for by Mrs. Mary A. Hocker, daughter of our host and hostess, and the kiddies appreciated her painstaking care in keeping them amused.

Cards were received announcing the marriage of Jeff Foster, accounting department, on October 16, in Milton, Mass.,

to Miss Hazel Pond. Good luck and best wishes from all, Jeff.

Harold Collins, Kream Krisp Dept., has also joined the ranks of benedicts, and has the congratulations and best wishes of his associates.

Charlie Means, in the capacity of information dispenser, meets with many amusing incidents in the course of a day. Recently he was approached by a dapper looking individual, evidently looking for a job, who related the following: "Good afternoon, I am from New York as you can plainly see from my attitude and appearance. I wish to locate in Maine and possess executive ability. Have you a position to offer?" He evidently sought to impress Charlie with his importance.

John Graff, Berlin photographic department, has been in Portland office the past few weeks making photographic records for the Berlin office files. To one who likes copy work it is an interesting process.

Carl Werner, paper sales division, received a letter the other day from Nashua, N. H., that drew a smile of happiness. Wonder who can be at the other end, Carl.

Leonard Stack, purchasing department, was in Bangor for a few days on business.

The auditors from Niles & Niles office in New York, are here for the yearly audit.

Tommie Churchill, pulp sales division, is spending his vacation with his folks at the old homestead in Coaticooke, P. Q. Tom wrote they are having the exceptional weather there that we are here, but the evenings are kind of frosty.

Charles Safford, accounting department, has moved to the city from his summer home on Great Diamond Island.

It is with deep sorrow we learn of the sudden death of Mrs. Edith King, wife of Helo H. King, purchasing department, on Oct. 23rd. Mrs. King was about to leave on an automobile trip to the mountains when she was stricken, and expired within a few moments. It is a distinct shock to her many friends, and we extend to Mr. King our heartfelt sympathies.

The advanced change in daylight saving time in Portland, two weeks ahead of schedule, caused two members of the accounting department to arrive at the office on Monday morning an hour earlier than usual, on account of their being away on vacations when the city fathers made the change.

Gene Skillins, cashier, spent his vacation at the Kearsage, North Conway, N. H. Gene says the mountain air is some different from ours.

M. S. Flint, New York office, was in Portland office recently on a business trip.

John C. Sherman, advertising department, was in New York and Washington recently on business.

W. B. Brockway has been called to Washington on company matters so much lately that he feels like a commuter.

The retail department is sporting a new two-ton Pierce Arrow truck, for operation on heavier loads than the small truck will carry. The cost of one shoe on the big truck would keep a jitney shod for a life time.

Mr. John Kelsey of the traffic department, has been transferred to the position vacated by Mr. N. W. Staples.

ACCIDENTS FOR MONTH OF SEPTEMBER

UPPER PLANTS

No time lost	22
Minor accidents.....	11
Serious accidents.....	0
Total.....	33

SULPHITE MILL

No time lost.....	30
Minor accidents.....	17
Serious accidents.....	0
Total.....	47

CASCADE MILL

Accidents without loss of time.....	18
Minor accidents.....	7
Serious accidents.....	1
Total.....	26

There were two convicts, one in for stealing a watch, the other for stealing a cow. They disliked each other, and their conversation was full of inuendo.

Thus the man who had stolen the cow said to the man who had stolen the watch: "Jim, what time is it?" "Milking time, Joe."

We must rise with our aspirations else we shall fall with our fears. But why have fear? It is simply a wrong thought.

MY THREE OR FOUR VOYAGES TO SEA

(Continued from October Issue)

Well, as I said, the opportunity to go to Frisco came and I took advantage of it. I signed articles on the S. S. Cottage City. There must be some readers of the Bulletin who have seen the Cottage City. She used to sail between Portland and New York. Well, she was going to the Pacific to sail between Seattle, and I was on it. When we started, I intended to go the whole way and a little further. I was going to the diggings. We had the privilege of staying by the ship or getting paid off at Frisco. Before we got to Hatteras I had made up my mind Frisco was far enough for me. After a good fast trip we arrived in Frisco. There were six of us got our heads together and we shipped on the Oceanic of the Occidental and Oriental Line, bound for Kobe, Yokohama, Nagasaki and Hongkong. We made a few trips across the Pacific and made good money trading in dope. These days when you hear a crowd of men talking about dope, they mean almost anything from cigarettes and jamaica ginger to wood alcohol, but in those days, dope meant one thing, and that was opium.

I will give you another illustration of the handicaps American ships have to compete with. This line was a branch of the White Star Line, English of course, the Belgic was in need of new boilers. You would think she would get them in Frisco, not a bit. She was sent to Liverpool, England, but she never got there. She ran on the bar at the mouth of the Mersey and was a total wreck. I got tired of the route and homesick for little old New York, so I signed on the City of Para. This was the same ship I sailed on from New York to Aspinwall. But this time she was bound for Panama. I made a couple of trips on her and then decided I wanted to see the route of the Panama Canal. Three of us left the ship in Panama and started across the Isthmus on foot. The canal was not built then, but we did see the ruins of Ferdinand De Lesseps. It took us four days to reach Aspinwall, then the next thing was to get a ship to New York. Jobs were not very plentiful, but seamen, when they want to go any place, do not stand upon ceremony, they just go, and that is exactly what we did—we went to New York. I then joined the El Monte of the Morgan Line. Now you have read these pieces about me joining ships and signing articles. I will try and explain that. When a man joins a ship he has got to sign the ship's articles, that is, he has to sign a contract with the ship; something like this: Voyage one

hundred seventy-seven, S. S. Sulphite, of which the Brown Company are the owners. I, John Barleycorn, hereby agree to make the round trip to the port of departure, etc., etc. In event of leaving the ship at any port but the port of departure, I, John Barleycorn, hereby waive all claims against said S. S. Sulphite or the owners thereof. Touch the pen. So you see what you get if you fail to make the round trip.

I have also told you how we fed; lime juice on English ships to keep down scurvy. American ships, in some respects, are not much better. On American passenger ships, if you are sick, you do get a little attendance from the doctor. On cargo ships they have no doctor. The steward keeps the medicine chest and if you should happen to break a leg, he would give you a dose of castor oil or hot drops. While I am on the subject, I will give you another illustration of the difference between Americans and foreigners. On the American, if after leaving port you should be sick and not able to work until a day or two before the ship reaches her destination, providing that you did work until she started on her homeward bound passage and then were sick again on the passage home, you would receive full wages for the full voyage, regardless of who did the work. But the fellows that doubled their watches got nothing extra. I never thought that was a square deal.

Then, like every place else, the crew have little spats among themselves once in a while. Suppose an officer struck a man and the man turned around and gave the officer a good licking—if he were big enough, the officer had no redress until the ship reached the first port, then he could have the man arrested. But the trouble was generally forgotten before the ship reached port. I have never seen one man arrested. Now the English ships that I sailed on had a system of logging. What that really means is a fine for any disobedience of orders. You would be logged one, two, three or as many days' pay as the officer felt like imposing. If the officer was struck, the offender was generally put in irons, but he surely was logged one week or perhaps one month's pay. This depended a good deal on the length of the voyage and the offender had no redress. I understood that this logging system was for the benefit of sailors' homes in different parts of England, but who knows, I don't, and I always had the idea that a good many of those English officers were more overbearing than there was any need of, in fact I have seen them aggravate men so much that there was nothing left for the men but insubordin-

ation, with the usual, "I will log you."

Well, after joining the El Monte, my next was the El Mar, same line. I stayed on the El Mar longer than any ship I had ever sailed on, almost three years before I got my ticket. This ship used to always sail on a Saturday, at 3 p. m., from New York, and the Louisiana of the Cornwell Line about the same time. This boat we had nicknamed Lousy Anna, because we never saw her leave port with her hull all painted. She always looked half finished, but she could sail. As soon as the El Mar and the Louisiana got outside of Sandy Hook it was the devil take the hindmost until we reached Port Eads, at the mouth of the Mississippi River. We have seen them both abreast of each other and so close together that you could read each others names on the port house. I never saw the Louisiana pass the El Mar, because the engineers on watch on the El Mar used to do the oilers' work as well as their own and the oilers and the water tenders used to go into the fire room and help the firemen. We never set any negroes on the safety valves, like they used to do on the Mississippi steamboats, but we never let them blow off, and just let me tell you from Sandy Hook to Port Eads is some race, nineteen hundred miles.

(To be concluded next month)

NOVEMBER 30th, END OF OUR FISCAL YEAR

The boss calls it the "end of the fiscal year," but November 30th is "Judgment Day" for the Accounting Department. When the whistle blows on that day, the auditors come in, (some are here now) steal our cigars, borrow our tobacco, borrow our matches, put on their big horn specs, check up the books, draw a red line under the last book entry and say:

"Mr. Bookkeeper, time's up, you're done for 1919-20. Where are all your papers and vouchers, if you haven't them all, explain to the big chief."

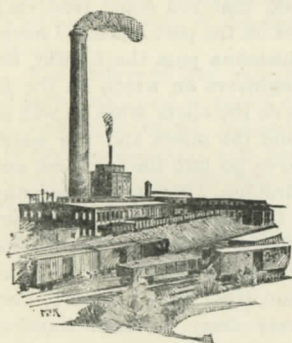
Now buddies, if you have borrowed any papers or invoices from the Accounts Payable Department, get busy, dig them out and come across with them at double time. We like the big chief, but we don't want to give him any explanations for borrowed property,

Forget thinking of what you think others will say of you. Do the things you feel are right. Why worry over what others think about your actions as long as you know they are based on your sense of right?

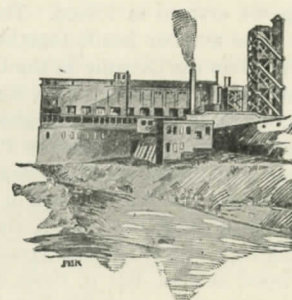
1852

THE Company has remained in business since 1852, and its growth has been steady.

Its success in the past has depended upon maintenance of quality applied to production of large tonnage.



Its success in the future will depend upon these same factors — and one other. The loyal team work of all concerned, in mill and office, in the maintenance of both quality and quantity will spell success, so far as those two factors go.

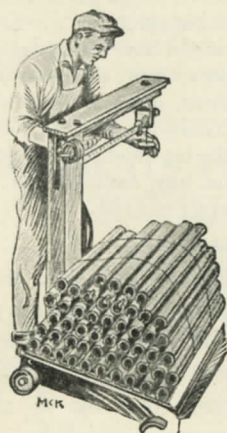


As to the third factor—saving waste—the Company has two important movements on foot.

For the *utilization* of waste, it has developed an important group of chemical products, and these are likely to broaden its field of operations and strengthen its future position in the industrial world.

For the *prevention* of waste, the Company relies upon that growing spirit of co-operation, throughout the rank and file of the organization, to cut down waste and to make everything count for production.

Our sustained output during the past five years argues well for the next five—or fifty!



BROWN COMPANY

founded 1852

PORTLAND, MAINE

Mills at Berlin, New Hampshire

A new product of great promise. Strong light-weight cores for paper mills, which save the heavy freight costs on iron cores.

There is an estimated shortage of 5,000,000 buildings. Their construction should benefit the window frame industry.

