

THE BROWN Bulletin



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THE BROWN Bulletin



Published monthly by the Public Relations Department in the interest of all employees and friends of Brown Company. . . Distributed without charge. . . Articles and photographs about Brown Company or stories of general interest about Berlin, N. H., and its people may be sent to the Editor, The Brown Bulletin, Brown Company, Berlin, N. H. This is your magazine . . . your constructive suggestions for making it more interesting are always welcome.

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AMERICAN ASSOCIATION
OF INDUSTRIAL EDITORS



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Editor's Notes

("Small" articles with "big" thoughts . . . of value to employees.)—Editor

If tools could talk, they would soon start a society for the prevention of cruelty to these indispensable but much-abused necessities to production.

We came across a history of crimes against tools the other day. It mentioned the offense of using screw drivers for chisels and prybars. Wrenches too small for the job have had long handles put on them for greater leverage—and they've been beaten with a hammer and ground down to make them thinner. Delicate testing and measuring instruments have been dropped on the floor and left there to be kicked around. Twist drills have been subjected to all kinds of tortures—overheating, changing the drill angle, and loose, wobbly chucking.

Badly-abused tools can slow down production, add to costs, and affect your individual performance record. So be kind to your tools . . . whether they belong to you or to Brown Company.

The good craftsman, who takes pride in the things he makes, is always turning out an invisible product in addition to the one you can see. This invisible yet priceless product is good will.

Everyone has read notices of businesses changing hands which mention a sales price for "building, tools, fixtures and good will." And often the good will is valued more highly than all of the physical assets put together.

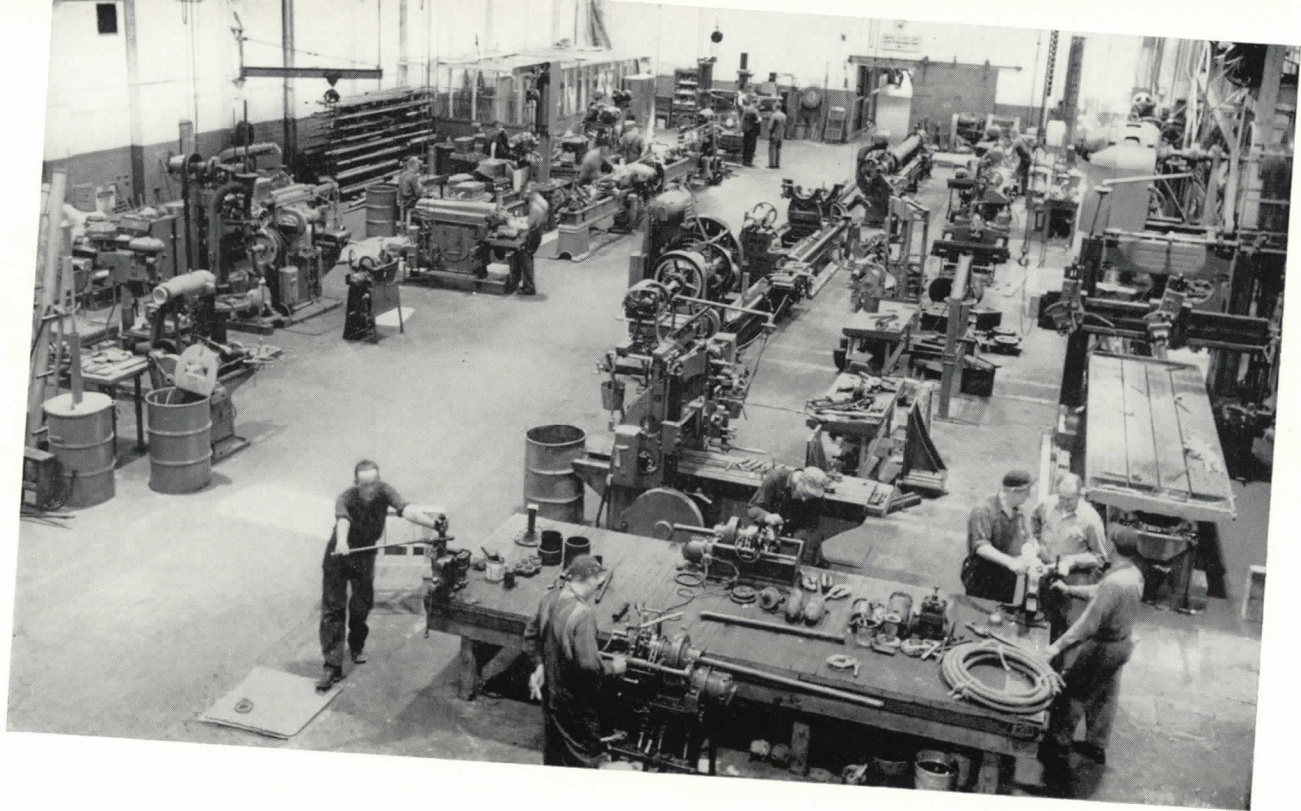
Business good will has been defined in court as "the disposition on the part of a customer to return to the place that has treated him well." It isn't any wonder that keen-minded prospective investors count good will as perhaps the most valuable thing a company can own.

In any job you may have—on the production line, in the maintenance group, in the office, or on the sales force—you have the opportunity to create this vitally-important product, good will.

THIS MONTH'S COVER

The importance of Freedom Day in Berlin, N. H., prompted artist Claude Brusseau to do a little "sky-writing" on this month's cover photo, taken during the recent celebration. Complete story begins on page 8.





Above photo shows some of the excellent equipment available to the Cascade maintenance department. They keep the mill in good operating condition.

UNSUNG HEROES *of Production*

(Second of a series of articles about the people behind production.)

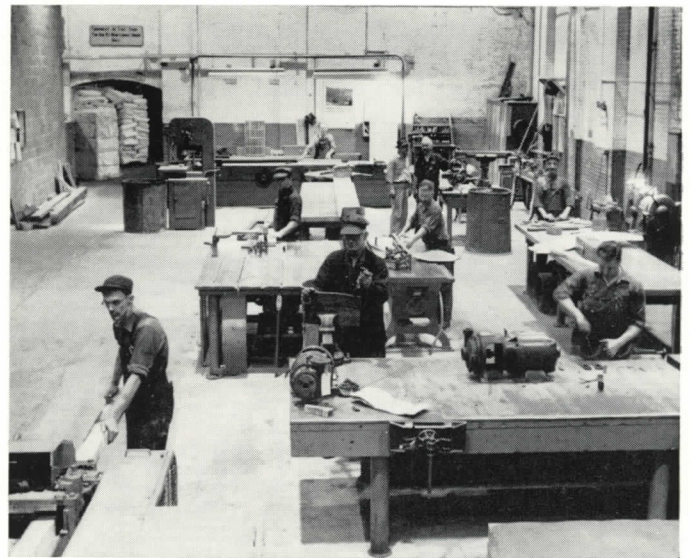
The basic ingredients of a successful business are here for us to use. Those basic ingredients are buildings and machines. But they *alone* are completely useless. *You* must supply the most important element to make them be of any value.

You've a right to be proud of your particular job because it's a vital part of a well-organized team working hard to produce quality products.

All this may seem elementary to those of us who have been accustomed to thinking of our job as a place where we earn good pay, have good working conditions, and where friendliness and neighborliness are traditional. But let's not forget that Brown Company management had the foresight many years ago to see that all our people helped to share and to plan. That is why most of us today have a feeling of belonging to and being a part of Brown Company.

That feeling of teamwork shall go on as long as there are people like you to make the heart of our company beat . . . and that takes good people . . . people capable of doing a good job.

For instance, the men of the Cascade maintenance department (pictured in photos), like many other departments of the company, do a good job every day keeping the necessary parts of the many machines in the Cascade plant in good



Here is the woodworking and millwright section of the department. Missing from photo is electrical shop.

shape so that our production workers can do the good job they're doing on quality production. The good job done by this department and other similar departments is vital to our continued successful operations. It is instrumental in keeping the flow of orders coming from our customers.

No matter where you work,—your good work means low-cost production, high quality, smooth operations and job security for you and your fellow workers who make up one of the greatest "teams" in the industry.

YOU MAY BE DRIVING AT

SUPER-VISUAL SPEEDS!

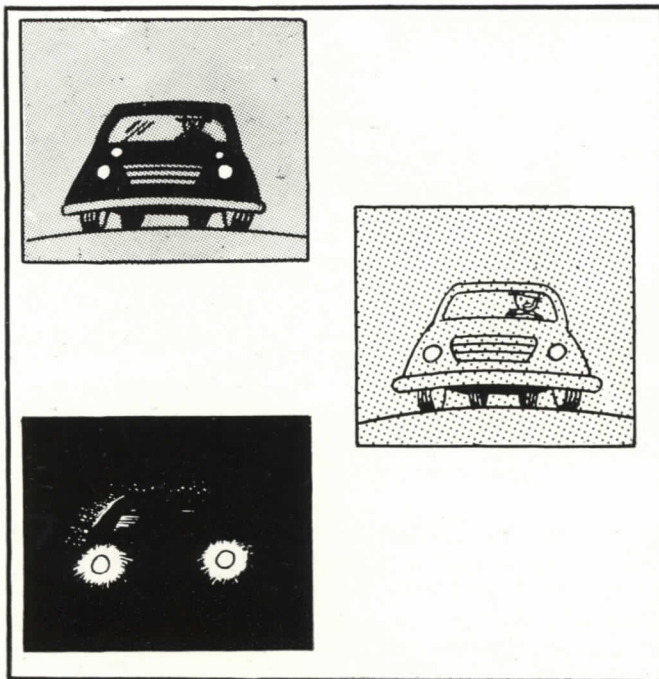
Every day, on highways throughout the United States, motor cars are being driven so fast that the driver's ability to see cannot keep pace with the demands that may be made upon it by high speeds. That fundamental fact has a direct connection with the 35,000 to 40,000 fatal auto accidents and the 1,300,000 non-fatal injuries that occur each year.

The situation may be described in this way: for various reasons, we see less quickly, surely, and comprehensively the faster we travel. But the need for seeing more quickly, surely, and comprehensively actually increases as the car's rate of travel increases, because the driver has less time to act if a crisis occurs at 70 miles per hour than at 40. Thus, the more visual power we require for safety, the less we have.

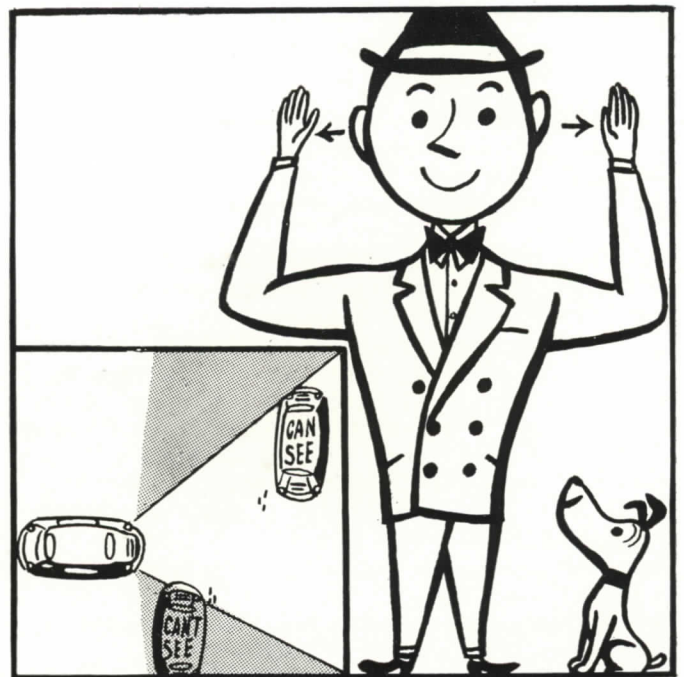
At 50 m.p.h., it has been calculated, a driver sees 14 per

cent less than at 45 m.p.h. At 60 miles, his effective vision is narrowed down to the mere width of the road. You ask why? It is because it takes time for the brain to see, as distinguished from the eye. Regardless of how fast we go, images are registered on the eye's retina with the speed of light—that is, at 186,000 miles per second, which is fast enough for anybody. But the images recorded at high speeds are blurred, or "unresolved." More than that, the brain needs time to identify and interpret what the eye sees. If the image is indistinct, still more time is required to make out what and where it is. Objects lying on each side of the road simply flit by without being "seen" at all, because the brain can't identify them.

We can give this rate of travel a name. Let's call it "super-visual speed," and let's say exactly what we mean by it. In jogging along at 15 or 20 m.p.h., a driver's vision may be regarded as more than adequate. It wouldn't be any better if he drove slower, or any worse if he went con-



Headlight glare blinds some people temporarily. Which way do oncoming cars look to you at night?



Normal eyes see back to rear of shaded area while looking straight ahead. A "tunnel-eyed" driver can't.

siderably faster. At such speeds he enjoys a surplus of visual power. He is safe, as far as vision can make him safe.

But as the speedometer needle creeps higher, a critical point is finally reached. At that point, the driver's vision is no longer good enough to keep him from a critical situation, with which he would have been able to deal at a slightly lower speed. Surplus visual ability has now disappeared and a growing deficit takes its place as the needle swings to higher figures. The driver is now in the area of super-visual speeds.

In setting visual standards for licensing motor car drivers, the States have paid practically no attention to these physical and physiological facts about speeds, eyes, and brains. All the States with one exception test drivers' "acuity" at 20 feet, which means also for all distances greater than 20 feet. But these tests are made with an illuminated chart, not under road conditions of fog, darkness, or the lack of contrast between a gray car and a gray road. More than that, the applicant for license is sitting still in a chair, not traveling at 70 m.p.h. Comparatively few States test for depth perception or for night vision, or the behavior of eyes under glare. A few more use tests for color discrimination and visual field, or ability to see sidewise.

Visual acuity is, of course, highly important. But the standards set by the States tolerate visual capacity all the

way down to 20/70. That figure describes a pair of eyes which must be within 20 feet of any object to see it clearly, when they should be able to see it at 70 feet. Vision rated 20/70 is considerably worse than that at high speed. State visual standards are dictated mainly by public convenience and hit-or-miss estimates of how bad a driver's vision may be before he becomes a highway hazard.

Numerous studies have been made by visual and traffic experts, seeking to discover the connections, if any, between faulty vision and accident occurrence. These investigations have produced few positive results. The reason evidently is that the rapid deterioration of visual power at high speeds has not been taken into account.

The individual motorist can do little about inadequate visual standards for licensing drivers. But he can, as a rule, do something to bring his own eyes up to the level demanded by rapid car movement—his own or somebody else's. No one need be satisfied, in his own case, with anything less than the best vision it is possible for him to attain with the aid of glasses. Everybody accepts reading glasses for close, fine work. So much more is at stake in driving a car, that "driving glasses," whether required by law or not, are becoming a necessity in this age of super-visual speeds.

(Information for this article was obtained from the Better Vision Institute)

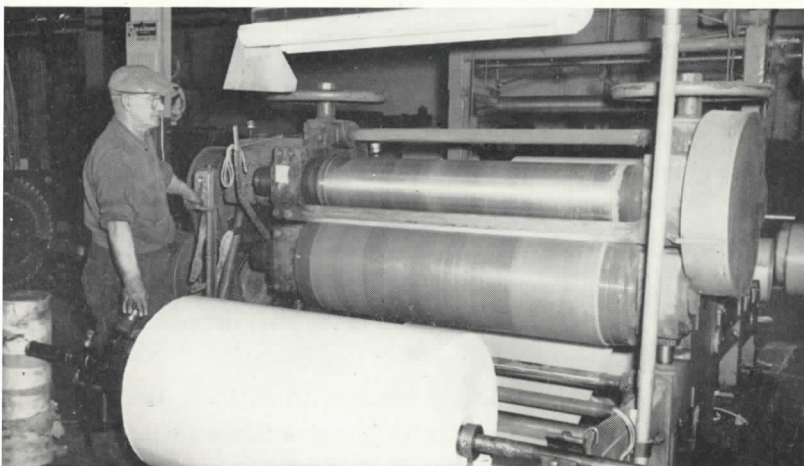


Eyes that don't coordinate may see double. Dangerous, if you can't tell which is the real car.

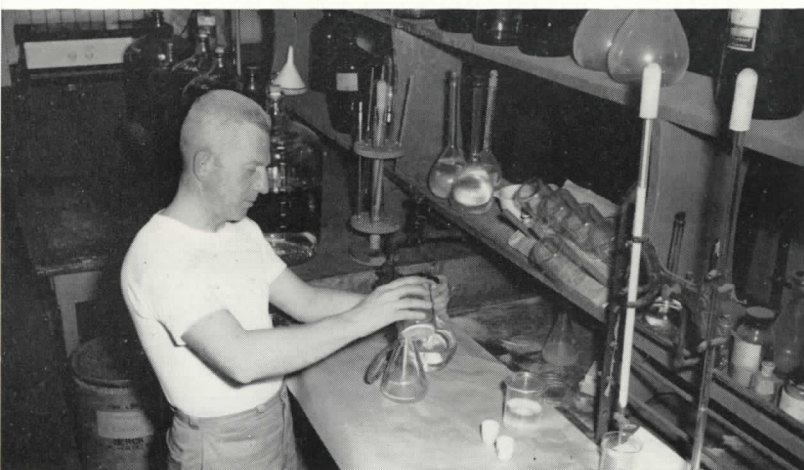


To eyes naturally sharp, or sharpened by spectacles,—road signs and other objects look clear and bright.

THE *Heartbeat* OF BROWN COMPANY



Romeo Barbin, embossing machine operator, is pictured here working at Cascade. He's been with us for 45 years.



Running Kraft mill tests is George Hopkins, Burgess laboratory. He's been a Brown Company employee 17 years.

Roll grinding machine operator John Murphy is shown here at Cascade. He joined the Company Jan. 15, 1916.



(The people pictured on these pages are Brown Company employees. They are shown with the tools and the machines they bring to productive life. Their jobs are important ones and, believe it or not . . . so is yours.)

IT TAKES MEN AND WOMEN to operate, maintain and manage the machines and buildings. They are the people who make Brown Company live and breathe.

It's unfortunate, but the bigger a company gets and the more people it employs, the more each individual tends to feel less important. At least, that's the way many of us seem to feel.

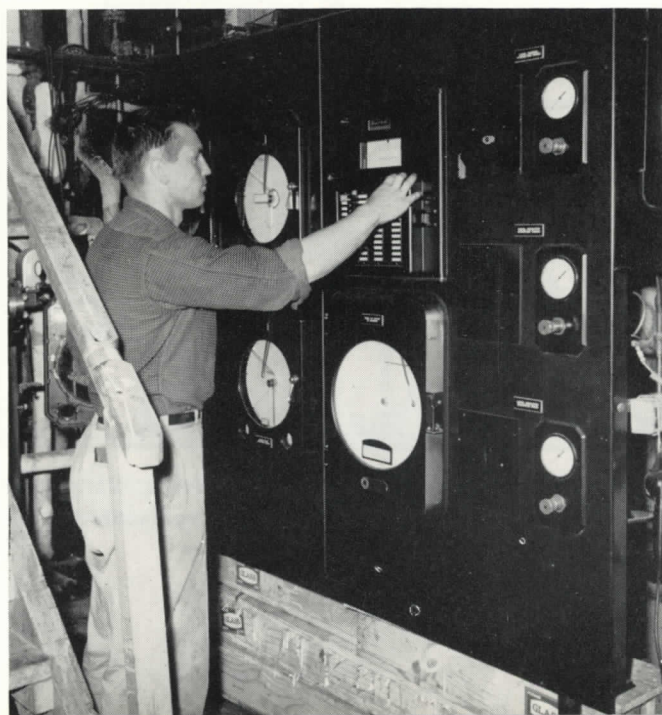
But the real truth of the matter is that the bigger a company becomes the more important each individual becomes in the long chain of production. Products are made quickly in this day and age. They are made quickly, without sacrificing quality, so that we may hold and even improve our competitive standing in the industry. To produce quality products at a fast rate requires precision work at many levels and efficiency in every job, no matter how small you may feel it is.

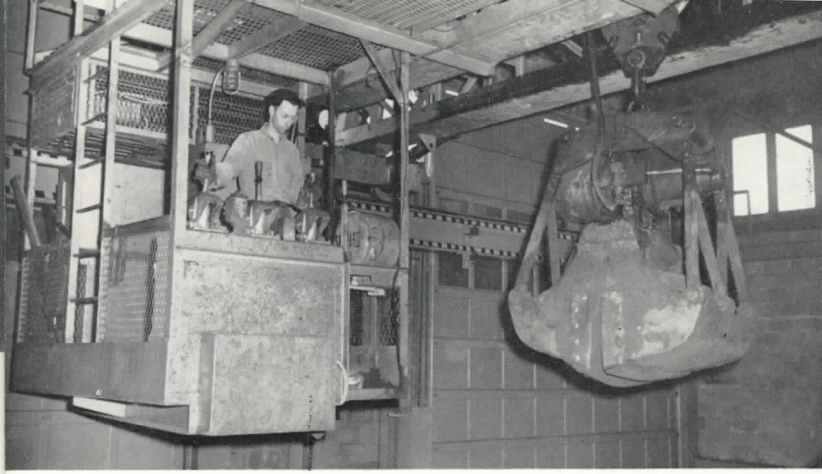
One mistake anywhere along the "production line" can cause a long delay in the entire manufacturing operation. When that occurs, the cost of production increases in direct proportion to the length of time production is delayed.

Now, let's get back to that one job somewhere along the line that some people might consider unimportant. Let's suppose that particular fellow is the one who makes a mistake and causes a production delay. By delaying production, he is endangering the security of everyone connected with Brown Company operations.

That one delay, aside from increasing the cost of production, could also be delaying the shipment of a product

Michael Chomack, a relatively new employee, is serving Brown Company as a chemist at the Furfural Pilot Plant.





Clarence Cusson, overhead crane operator, is shown here at work in the Pyrrhotite Plant. He's an 8 year man.

which an important customer may be anxious to receive in a hurry. If the delay is lengthy, that "impatient" customer may decide to order the product from another source instead of waiting for it to come from us. Furthermore, that particular customer may influence other potential customers by telling them of his experience.

And when customers are lost, it is difficult to get them back.

But, how does that affect those of us who work for Brown Company? Here's how! The fewer customers we have buying our products, the less we manufacture . . . and the less we manufacture, the fewer people it will take to do the work.

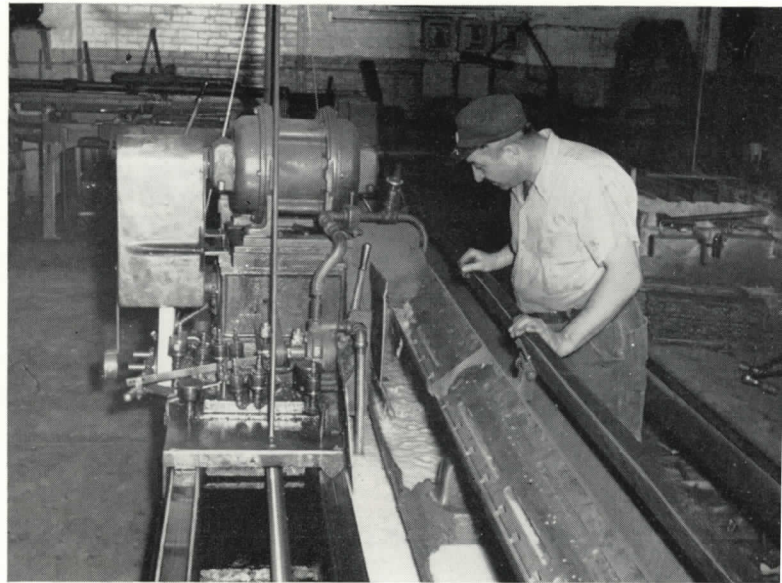
The customer has often been called—"the boss"—and rightly so. Our big job is to keep him completely satisfied if we want to continue working for a successful company.

Louis Morneau, 39 year man for Brown Company, keeps "plenty busy" at Burgess Plant Protection office.



Fernando Nolet has been with Brown Co. since 1942. He is shown here operating a power truck at Burgess.

(Below) Next month completes 30 yrs. as Brown employee for Dewey Routhier, knife grinding machine operator.



(Lower left) Maurice Landers, machinist and Brown Co. employee for 35 years, working in new tool room.

(Below) A Brown Company employee for 37 years, Aime Giguere does tinsmith work for company at Cascade.

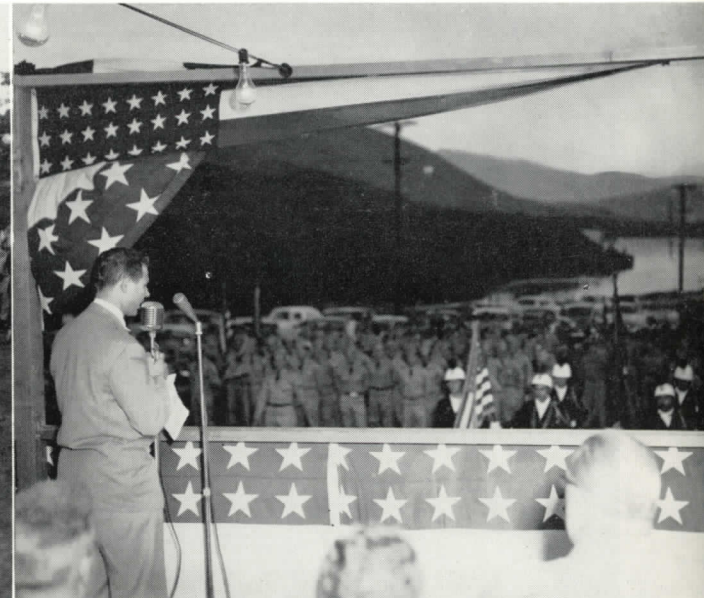




Here's a bird's eye view of the Freedom Day celebration showing the site of proposed memorial.



Members of White Mountain Post 2520, VFW, were on hand for occasion with "Old Glory."



Jan Hvasta, escapee after 5 yrs. behind Iron Curtain, enlightened local audience.

BERLIN'S FREEDOM DAY

AN ANSWER TO COMMUNIST DOMINATION

A plan to link Berlin, N. H., with East Berlin, Germany, and the efforts of all freedom-loving peoples in Red-dominated European countries, suggested to the citizens of Berlin by Comte Nicholas de Rochefort, professor of political science at American University in Washington, D. C., last month became a reality. Thanks to many community citizens who gave their immediate support to the effort, it was not only a reality, but it was a great success . . . a credit to the freedom-loving people of Berlin, N. H.

The people of Berlin have proclaimed, and will continue to proclaim June 17 as "Freedom Day," dedicated to commemorate the struggle of the people of East Berlin, Germany, in their fight to rise above Communist rule.

The United States government took official recognition of "Freedom Day" in Berlin, N. H., an indication of its great importance to the entire nation. The Voice of America beamed the program, in three different languages, to the enslaved people throughout the world, giving them encouragement and support in their constant effort to shake themselves loose from their Red "hand-cuffs." National magazines and news services were also on hand to report the "Freedom Day" story. And Berlin was filled with proud people . . . people who were happy to help make that story possible.

Mayor Tondreau stated, "Berlin, New Hampshire is both proud and happy to participate in a commemoration that will point up the courageous action taken by the East Germans in their revolt against the Reds. What we do here today is more than a passing gesture, it is the start of a nationwide . . . perhaps worldwide movement of recognition for those who fought Communist tanks with their bare fists in a fierce effort to regain their freedom."

The governor's official proclamation, nothing less than a masterpiece of sincerity, reads in part, as follows:

"WHEREAS, on June 17, 1953—one year ago—occurrences took place which shook the world; the workers of East Berlin, Germany, rose against their Communist puppet-masters forced on them by the Soviet military might.

"WHEREAS, unarmed, bare-handed, they demonstrated for their inalienable rights. With an astounding audacity, they ripped the Soviet flag from the historic Brandenburg Gate. When Soviet tanks arrived, these fearless workers hurled stones at them and charged them with sticks in their hands.

"WHEREAS, this uprising in East Berlin was followed by similar acts of revolt in other parts of captive Germany.

"WHEREAS, the heroic revolt of June 17 against Communist tyranny was crushed in blood by Soviet armed



New Berlin National Guard drum and bugle corps on parade to memorial site.



Gorham Dupont-Holmes Post 82, American Legion, arrived in colorful military attire.



Seated and listening to speaker de Rochefort are, l. to r. Alf Halvorson, Mayor Tondreau, Dr. Lowry, Hvasta, Rev. Green, Admiral Zacharias, Mrs. de Rochefort, Mrs. Meyer-Cuno and husband, and Mr. Lamson.



General Chairman Halvorson welcoming throng to inspiring ceremonies.

forces, and 267 demonstrators were killed, 1,071 were wounded, thousands more were jailed, and many of these were executed or deported.

"WHEREAS, truth on the scaffold was victorious. There was exposed once and for all as a lie, the myth that Communism is for the people and the workers, Communism was unmasked for what it is—the shameless exploiter and trampler upon all human rights and values.

"THEREFORE, I, HUGH GREGG, GOVERNOR OF THE STATE OF NEW HAMPSHIRE, do hereby proclaim and set aside June 17, as FREEDOM DAY—a day of remembrance and prayer. And may this celebration of June 17 be the expression of our impassionate belief that right will triumph and that God will encompass the deliverance of His people."



A typical scene, familiar to citizens of Berlin, N. H.,—home of our city government.



Speaking to gathering is Prof. de Rochefort, instigator of Berlin's Freedom Day.



The ground breaking ceremony was performed by Berlin's chief executive, Aime Tondreau.



Rebecca's an economic voter, too. Too young to vote in a political election, Rebecca Roy, daughter of Stanley Roy, Recording Gauge department, casts an important ballot. When she says, "I'll take this one" instead of "I'll take that one," her "vote" can help change the profit of a manufacturer, or the job security of an employee.

You DECIDE THE PRICE OF PRODUCTS!

What products American industry will make and how much it will charge for them are determined by you and me, . . . and many others just like us. We decide the price of candy . . . soap . . . automobiles . . . paper towels and every single one of the thousands of products on the market today.

You find that hard to believe? Many people do. But it's no harder to believe than to realize how important your individual vote is in a national or local election. In both cases, the decisions are made by many single Americans expressing their preferences.

Economists call it "economic voting." When you, along with thousands of your neighbors, pass your half dollar to the theatre cashier, a new star is born in Hollywood. When you stay at home, the crown of a former movie queen begins to tarnish.

When you and your neighbors prefer frozen orange juice to canned, the sales of frozen juice jump from half a million to over 50 million in just seven years.

If the price of shoes gets too high at your usual store,

you may shop to try to find a bargain. And if the price is still too high, you may quit buying shoes altogether—until the price falls to what you think is reasonable. Even today, when all of us complain about high prices, the prices are high because we "voted" them that way—economically.

The products we manufacture at Brown Company are affected in the same manner. If more and more people buy our products, it will help the company reduce the price of its products.

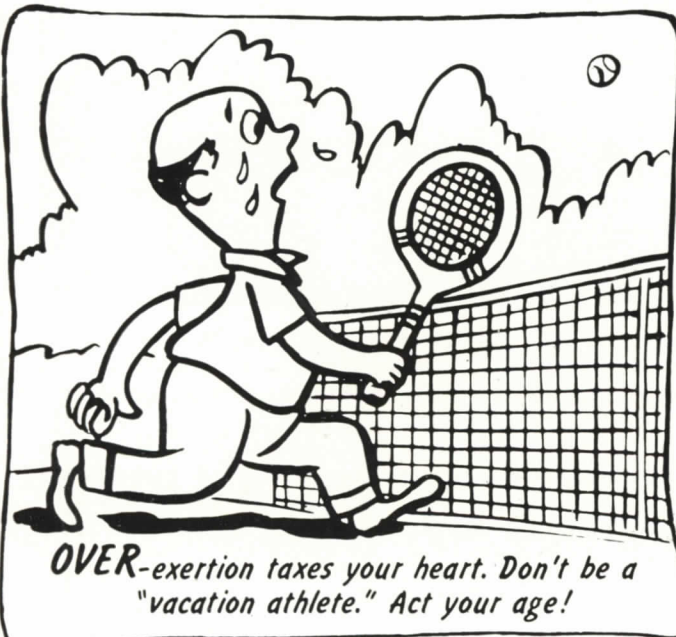
But, we, as the producers of the product, also determine the price of the products in another way, too. And here's how! If we, as individuals, continue our efforts to help the company reduce the cost of producing our products, it will make even more people anxious to buy them because the prices can be lowered to compete favorably with the prices of our many competitors.

No manufacturer on earth could defeat the "manufacturing team" who has both of these qualities, . . . unless that other manufacturer has those same qualities to a greater degree.

DON'T
OVER-DO
ON YOUR
VACATION



OVER-the-white-line driving invites accidents.
Keep to the right!



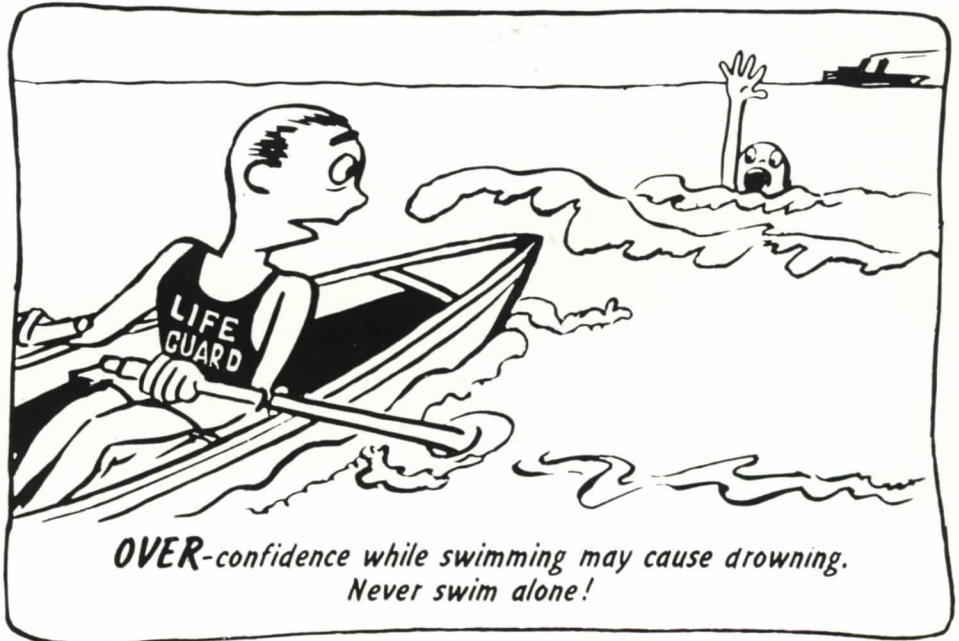
OVER-exertion taxes your heart. Don't be a
"vacation athlete." Act your age!



OVER-exposure to the sun can be painful.
Take your sunshine in small doses.



OVER-turning a small boat may
lead to serious consequences.
Don't stand up!



OVER-confidence while swimming may cause drowning.
Never swim alone!

BROWNCO NEWS REVIEW

Slight Sales Drop In First Half Year

According to a release covering the consolidated net sales of Brown Co., and its wholly owned subsidiary, Brown Corp., net sales during the first 28 weeks of the year decreased from \$36,906,272 in 1953 to \$35,756,496.

This decrease figures 3.1% less than last year but owing to the recovery of earnings of the Canadian property, net income shows a gain of 40.7%, according to L. F. Whittemore, president of the company. Pointing out this very satisfactory showing, Whittemore stated that he felt the citizens of Berlin and vicinity were entitled to know how the parent company's operations came out here in the United States.

The net sales of Brown Co. amounted to \$24,841,428 as against \$26,845,230 last year, a decrease of 8%. Net income for the period, however, amounted to \$954,384 against \$959,823 last year.

Whittemore stated that in spite of the reduction in sales the net income attained this year was very nearly that of last year in part because the Sales De-

partment concentrated in selling only those types of products in which there is a profit.

The indication for the rest of the year is that Brown Co. will have about the same net income as last year on a lower volume of sales if costs can be held to the present level, and that Brown Corp., in Canada will do substantially better than last year.

16 Men Receive Cash Safety Awards

Sixteen Woods department employees recently received cash prizes for their successful efforts during the past six months to reduce accidents in the company's woods operations. The cash awards were announced by C. S. Herr, Vice President in charge of woods operations for Brown Company.

Mr. Herr stated, "We have new woods employees constantly starting to work for us, and it is the responsibility of the foreman to see that these men are

properly instructed in the fundamentals of safety, even to the point of taking them on to the job and checking on them quite frequently.

"It is only by this type of supervision that we can eliminate the costly accidents which are occurring. . . The responsibility for accident prevention rests with the foremen, sub-foremen, scalers, and clerks. It is only by these key individuals working together that an appropriate safety program will be in effect at all our operations."

Prize winners were:

Foremen		
1st	Dana Noyes	\$50.00
2nd	Peter Gogin	35.00
3rd	Maurice Parsons	25.00
Sub-foremen		
	Patrick Thomas	15.00
	Dewey Couture	15.00
Clerks		
1st	William Hamlin	15.00
2nd	Leon Hawkensen	10.00
3rd	Raymond Sweet	5.00
Scalers		
1st	Clifford Biron	15.00
2nd	Walter Gould	10.00
	Eddie West	10.00
3rd	Socrates Macriganis	5.00
	Daniel Bennett	5.00
Honorable Mention		
	Maurice Lafleur	10.00
	Philip Lapointe	10.00
	Daric Corriveau	10.00

SALARIED PERSONNEL CHANGES

(Two periods ending July 10, 1954)



On Saturday morning, June 12, at an 8 o'clock high mass in St. Anne's Church, Miss Alice Valley became the bride of Norman Lessard. The bride is employed by Brown Co. in the Woods Dept., and the groom is employed in the Bermico mill.

NAME	FROM	TO
Henry Allain	(Hourly)	Const. Foreman Const. & Maint.
Jos. Baillargeon	(Hourly)	Asst. Tour Machine Rm. Sup., Cascade
John Bork	Asst. to Gen. Logging Supt.	District Logging Supt., Woods
Leonard Bowles	Relief Supt.	Night Supt., Bermico
Estelle Caron	(Hired)	Steno., Burgess Technical
Walter Keating	Chemist	Floc Sales Serv. Engr., Res. & Devel.
Harold Mountain	Asst. Logging Supt., Woods	Manager of Lumber Mfg., Mfg.
Albay Paige	(Hourly)	Camp Clk., Woods Accounting
Janet Robichaud	(Hired)	Typist, Stenographic
Zilla Stiles	Typist, Central Order Billing	Stenographer, Medical
Doris N. Wheeler	(Hired)	Typist, Central Order Billing
Tina Baldassara	Temporary	Key Punch Operator, Tabulating
Herbert Buckley	(Hired)	Billing Clerk, Bermico
Raymond Clinch	(Hired)	Yard Foreman, Lumber Mfg.
Burton L. Corkum	Training & Safety Officer	Asst. District Logging Supt., Woods
Janet Hamel	Insurance	Stenographer, Ind. Relations
Robert Lambert	(Hired)	Clerk, Lumber Mfg.
Lucille Morris	Ind. Relations	Secretary, Mfg.
John Nolan	Woods Acctg.	Mach. Operator, Tabulating
Conrad Pelletier	(Hired)	Chemist, Res. & Devel.
Dean Potter	Lumber Grading Inspector	Chief Lumber Inspector, Lumber Mfg.
Mary Jane Robichaud	(Hired)	Mail Clerk, Off. Management
Jos. Robichaud	Scaler	Check Scaler, Woods
Myrle Utley	(Hired)	Tour Foreman, Lumber Mfg.
Nancy Wheeler	Temporary	Steno-Clerk, Purchasing
Beverly Young	Temporary	Steno-Clerk, Bermico



BURGESS & KRAFT

Mr. and Mrs. J. T. Hegeman were in Worcester, Massachusetts, weekend of June 18, for the 10th class reunion of the Worcester Polytechnic Institute, Class of '44.

Lucie Arsenault (8 lbs. 6¼ oz.) was born to Mr. and Mrs. Roland Arsenault on June 15, 1954. Consequently, Roland decided that week ending June 26th was an opportune time to schedule a week's vacation.

John Bigl spent the weekend of June 18th with his son and daughter-in-law, Mr. and Mrs. Joseph Bigl, in Millinocket, Maine. Joseph is employed as Chemical Engineer in the Research department of the Great Northern Paper Company. Following an interesting trip through Great Northern's plants, Mr. Bigl spoke highly of their new wood handling equipment in the East Millinocket Mill. Wilfred, John's younger son, who accompanied his Dad on the weekend is staying on with brother Joseph for a month.

Grandparents of Henry Allain, Mr. and Mrs. Jude Melanson of New Bedford, Mass., visited him for a few weeks during the past month following a tour of Canada. Both Mr. and Mrs. Melanson were employed in cotton mills until two years ago at which time they were retired.

Mr. and Mrs. T. J. Carlin were on vacation week ending June 26th and attended the wedding of their daughter June 21 in Old Town, Maine, then journeyed on to New York City for the remainder of their vacation.

Visitors to Burgess from the Boston Office the past month were: Mrs. Marjorie Mulford working under Bob Cleland, Assistant to the Pulp Sales Division

Manager; Miss Joan Polaski, Secretary to Gilford Henderson, Paper Sales Manager; Miss Anne Flerra, Secretary to N. L. Nourse, Vice President in Charge of Sales; Miss Marjorie McCullough, employed in the Advertising Department; and the Messrs. Harold Chellis, New England Pulp Sales Representative of the Portland Office, and John McDonald, Pulp Sales Division Manager.

Blowpits (Bottom Floor)

Arthur Belanger, Refrigeration Plant operator, motored to Montreal, P. Q., for a week's vacation.

Other latter part of June vacationers were Romeo Croteau and Leonidas Beaudoin, both Blow Valve helpers.

The Burgess staff was pleasantly surprised recently when Jos. Roberge, former Blowpit foreman and now retired, paid us a visit.

By the time this issue goes to press, Dari Pomerleau, Refrigeration Plant operator, and Roland Perreault, Blowpit foreman, will no longer have to wait in anticipation for their long-awaited vacations.

The Blowpits staff welcomes Robert Couture and Emile Cloutier to the department.

Here's one for the "outdoor set". . . Oliver Koons (construction man) was on his way to Success Pond on May 30th to enjoy a fishing weekend when suddenly he met up with two moose who refused to let him go by. This chap claims he tried three times to get past them, but all without success. We think that just looking at a couple of moose would be more sporting than cussing flies all day!???

Vacation time is here again. The first of our office group to get away from it all was Peter "Pete" Ryan. Pete meandered to Boston where he took in a few baseball games, and visited with his daughter.

We were sorry to hear that Millwright Foreman Leonide Mailhot's son was involved in a serious accident at Northampton, Mass., during weekend of June 19.

Here's three cheers to Jeannette Barbin for the wonderful article she wrote on the Berlin Maroons in the last issue of The Brown Bulletin. Jeannette put a lot of her time and effort in gathering the information and we say, "Well done, Jeannette."

Heartiest congratulations to Millwright Foreman Henry Therrien's daughter, Doris and to Arthur Therriault upon their recent marriage. Arthur is employed at the Burgess Lab.

Spring was late this year, and so was "Mr. Beaver's" visit to the Burgess Mill. Every year, "Mr. Beaver" tours our mill. No one knows if it's the same one each time; this year's visitor took a look around the Digester and Acid Plants, then cruised around the Kraft Mill Yard. "Mr. Beaver" is believed to weigh approximately 15 pounds.

Speaking of industrial ingenuity: for years the researchers of a chewing gum manufacturer tried to develop a gum that wouldn't stick to plastic dentures. No luck. Then, just recently, they announced they had developed plastic dentures—that wouldn't stick to gum!





MAIN OFFICES

Tabulating Department

Memorial weekend gave a few members of the department a chance to go away—

Joyce Bedard went to Springfield, Massachusetts and Hartford, Connecticut. Joyce had planned on doing a little shopping, but all she did was to nurse an infected tooth.

Ann Wentworth, however, had better luck . . . she came home with a few stunning outfits bought while visiting relatives in Lowell, Massachusetts.

Laurel Rowell recently spent a weekend at Cedar Pond and traveled to Portland for a day.

Sandra Mason also spent a weekend at the family camp at Lakeside in Upton, Maine.

Congratulations to Jeannette Melason and Tina Baldassarra both members of the 1954 graduation class of

Berlin High School. The girls were kept busy with the following graduation week activities—an outing at White Lake, a banquet at the Chalet, a senior assembly day, class day, and last but not least, graduation day and the senior hop night.

The recently inducted private was making a strong plea for a furlough on the ground that his wife needed him at home. "Do you place your wife before your duty to your country?" demanded the commanding officer sternly.

"Sir," replied the soldier, "there are about 11 million men taking care of my country, but as far as I know I am the only one taking care of my wife."

He got his furlough.

Boy: "By just looking into a girl's eyes I can tell what she's thinking."

Date: "It must be very discouraging."

Latest edition of the official Soviet Encyclopedia claims a Russian invented "the first automotive carriage" in 1752. Seems the Reds use the word "automotive" in its most literal sense, i.e., self-running. Turns out the Russky "invention" had two peasants running along inside the carriage.



CLASSIFIED

Deadline for advertisements is the 25th of the month preceding issue. All ads, accepted free of charge from employees, must be in the editor's office by this date. Mail to Editor, Public Relations Department.

HANDWRITING — Anyone desiring this unique type of work may contact Rosario Babin at 254 Pleasant Street, Berlin, N. H. or phone 1465-W. Script, Old English, Engrossing, etc.

It Pays to Think of Your Safety Equipment as *Safety Zones!*

The entire human race owes a debt of gratitude to the man who, shocked by the great number of injuries and deaths on the street, thought up the idea of safety zones. Before these areas of safety were created, people waiting for trolleys and buses and folks crossing the street were completely at the mercy of accidents waiting to happen.

Many a worker has been grateful for the "safety zones" which protect him on the job from accidents waiting to happen! Safety glasses and goggles, for instance, by creating a safety zone around the eye area, have saved pain, loss of wages and jobs and prevented blindness. Safety clothing, by creating safety zones around the limbs, body and hands, has prevented serious burns. Respirators provide safety zones for protecting the lungs and respiratory tract from dangerous gases and dusts.

Play safe — in the plant and out. *While on the job, stay in the Safety Zone by wearing the safety equipment your job calls for!*



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You Never Miss the Water...

THERE'S AN OLD SAYING . . . "You never miss the water 'til the well runs dry." It was based on hard-learned experience of the days when the family depended on "sweepwells", such as the one standing by this old cabin.

Today our tax-supported water systems allow us to depend on many more uses of water than this old well could ever furnish. Every use has resulted from the ingenious efforts of science and industry to provide more comfortable and convenient living.

Let's think for a moment . . .

Could you run a modern automatic washing machine with water from this well?

What could you do with a dish-washing machine if you had no other water supply than the well?

Wouldn't you miss your frequent shower?

How about that garbage disposal unit?

How about even a convenient drink of water?

It's bad enough to think about getting along without any of the above comforts we may have, but . . . it would be even worse if we couldn't hope to someday have all those conveniences we want.

We have learned to live together and govern ourselves well enough to have many of them. We can have them all if we learn to work together to produce the things we need to insure our comfort and protect our individual freedom . . . By our own efforts we can keep the well from running dry.

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