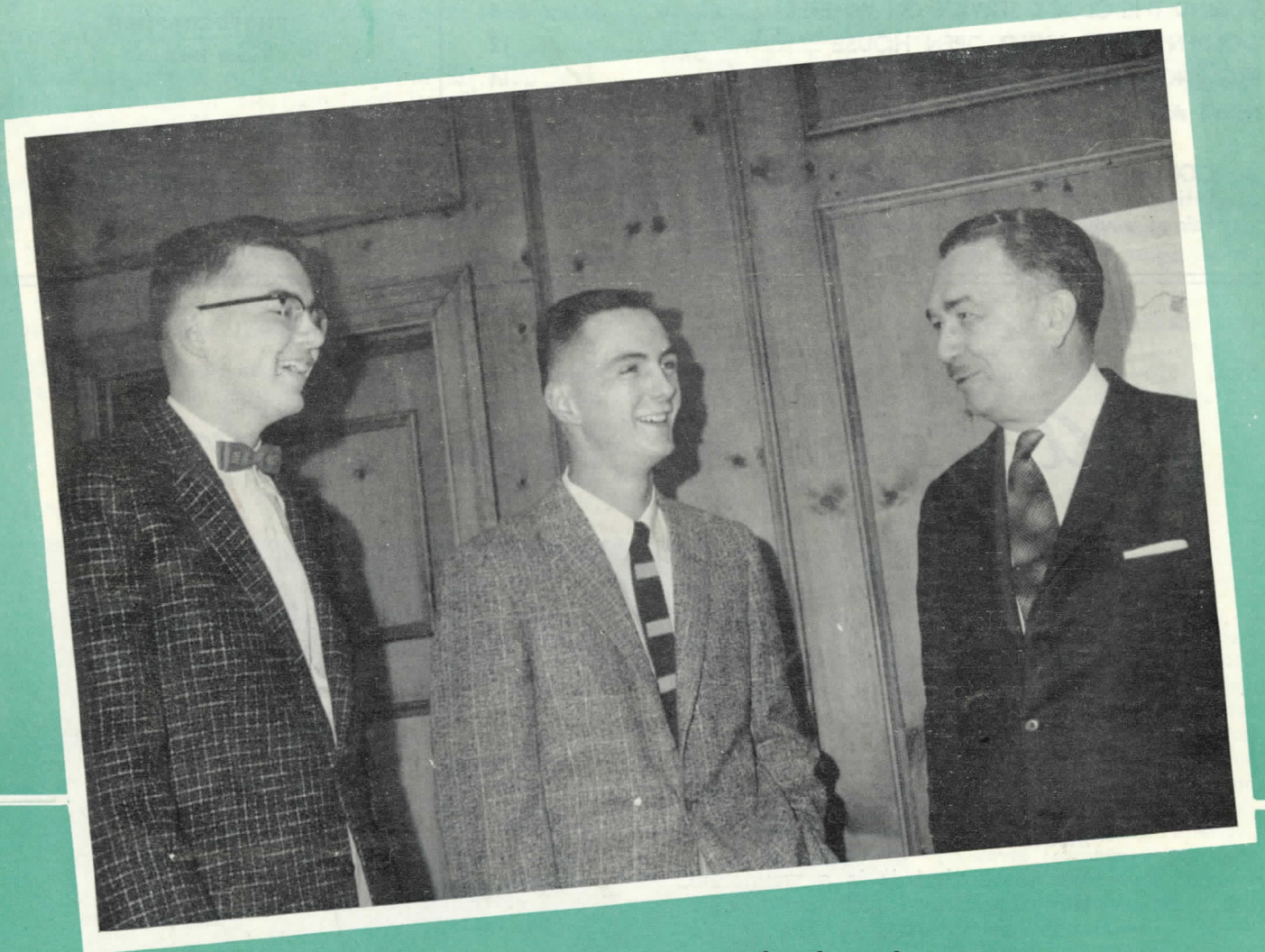


THE BROWN

Bulletin

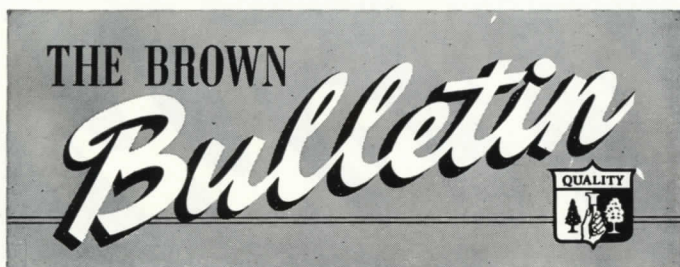
BROWN COMPANY — BERLIN, NEW HAMPSHIRE



Scholarship Winners

...See Page 3

June 1957



PUBLISHED MONTHLY
FOR EMPLOYEES AND FRIENDS
OF BROWN COMPANY
BERLIN, NEW HAMPSHIRE

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COVER: Two happy Gorham High School seniors, David A. Church (left) and Peter R. Elliott receive congratulations from Pres. A. E. H. Fair as winners of Brown Company's scholarships.

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A Letter of Appreciation

Mr. A. E. H. Fair
President of Brown Company
Berlin, New Hampshire

Dear Mr. Fair:

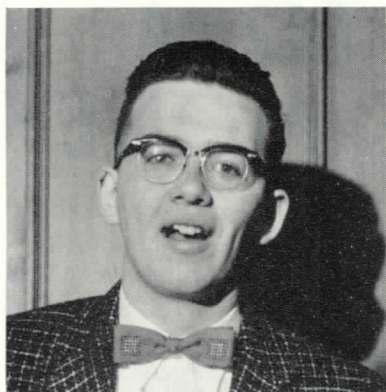
We want to express our appreciation to Brown Company for the scholarship which has been awarded to David. This scholarship will enable him to further his education, which he plans to do at Dartmouth College.

We think that it is a wonderful thing for Brown Company to take such an interest in the young

people of its community by offering these scholarships each year. Certainly the knowledge of the opportunity has stimulated an interest in the study of mathematics and science in the high schools of this area. We believe that a good many people have benefited from them, even if indirectly.

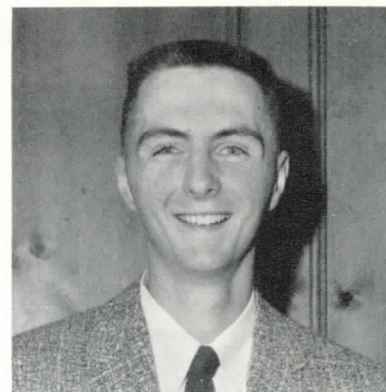
Thank you again for creating this opportunity.

Sincerely,
Mr. and Mrs. Andrew Church
Gorham, N.H.



DAVID A. CHURCH

Gorham Seniors Win Company Scholarships



PETER R. ELLIOTT

TWO Gorham High School students will be studying at New Hampshire colleges next year under Brown Company scholarships.

They are David A. Church, son of Mr. and Mrs. Andrew Church of Gorham, and Peter R. Elliott, son of Mr. and Mrs. Harry Elliott of Shelburne.

Mr. Church received a scholarship valued at \$1,600 over a four-year period and Mr. Elliott received one valued at \$1,400 over a four-year period.

Mr. Church will study at Dartmouth College, while Mr. Elliott, whose father is a first-class millwright in the Maintenance Department, will study at the University of New Hampshire.

The two Gorham students were selected as winners of the Brown Company scholarships following a

four-hour examination in competition with nine other students from Berlin and Gorham. All 11 young men had been selected to compete by their school officials on a basis of grades and other achievements. The examination was conducted by the Testing Service of the University of New Hampshire under the direction of Prof. Paul McIntire.

This marked the first year that two scholarships were awarded by Brown Company. In previous years one scholarship valued at \$4,000 was presented. The scholarships are for study in chemistry, engineering or forestry.

Competing this year for the two scholarships were three students from Gorham High School, three from Berlin High School, three from Notre Dame High School and two from St. Patrick's High School.



COMPETITORS . . . These 11 high school seniors, selected by their school officials, took the examination for the Brown Company scholarships. Seated, left to right, Loren Evans, David Church and Peter Elliott of Gorham High. Standing, Marshall Pettengill, David Tourangeau and Earle Carr of Berlin High; Roderick Blackburn, Roland Morin and Henry St. Pierre of Notre Dame, and Albert Fortuna and Wallace Anctil of St. Patrick's.

IT ALL ADDS UP TO A LOT OF MONEY

BROWN COMPANY'S hourly-paid mill employees receive average pay and fringes equal to \$5,183 a year. Take a look at the table at the right.

The average straight-time wage per year for each hourly-paid mill employee is \$4,026.

And —

Brown Company pays an average of \$1,157 extra per year for each hourly-paid mill employee.

That all averages up to \$5,183 a year.

We're all familiar with many items included in the extra payments — things like overtime, night or shift differential, paid vacations and paid holidays.

But what about some of the rest. Look at the item of insurances. Every year Brown Company pays an average of \$70 toward your group life insurance, group accident insurance and Blue Cross - Blue Shield. Thanks to the amount the company contributes to your insurance, the amount you pay is cut way below what it would ordinarily be.

You make a contribution to your Social Security funds toward your old-age benefit. The company matches that contribution dollar for dollar.

There are a couple of other items that make up a kind of insurance for you to which you contribute nothing but to which the company contributes an average of \$89.80 per hourly-paid mill employee a year. Those are Unemployment Compensation, which, if you meet the requirements of the law, would pay you a certain sum if you were out of work, and Workmen's Compensation, which would pay you a certain amount if you were unable to work because of injury received while on your job.

The entire cost of both Unemployment Compensation and Workmen's Compensation is borne by the company.

Another important item is the pension plan. Brown Company contributes to the pension fund an average of \$124 a year for each hourly-paid mill employee.

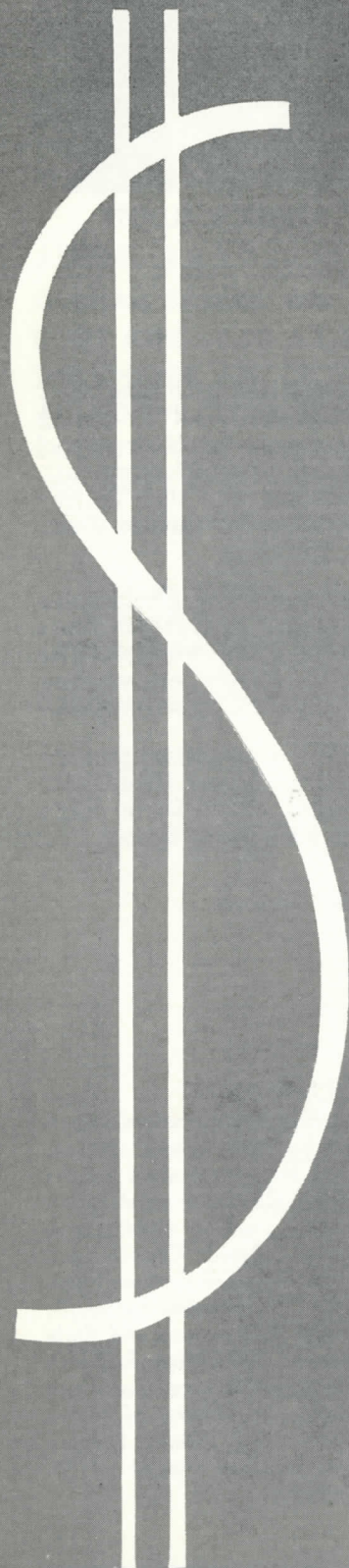
All these extras are the so-called fringe benefits — the items over and above your regular straight time pay that have dollars and cents value to you.

They are big items — big to you and big to the company.

To the company, these extras add up to \$3,459,000 a year.

To you, these extras add up to an average of \$1,157 a year.

And that's a lot of money.



THE AVERAGE STRAIGHT-TIME WAGE PAID BY
BROWN COMPANY PER YEAR FOR EACH HOURLY-
PAID MILL EMPLOYEE IS \$ 4,026.00

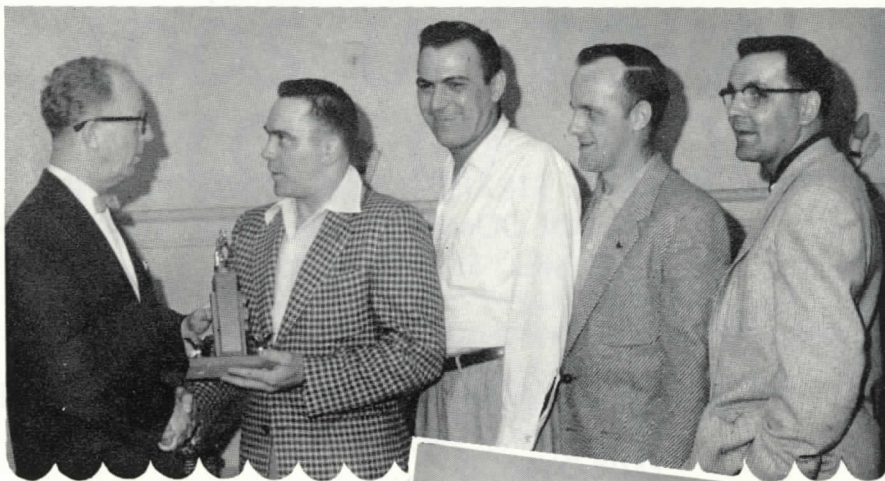
THE AVERAGE **EXTRA** PAYMENT PAID BY BROWN COMPANY
PER YEAR FOR EACH HOURLY-PAID MILL
EMPLOYEE IS 1,157.00

Value to each hourly-
paid mill employee in
dollars per year

Night or shift differential	\$ 64.00
Paid vacation	176.00
Paid holidays	84.00
Pension Plan — amount paid by company	124.00
Extra pay for Sundays worked.....	272.00
Insurances (Life, Accident, Blue Cross - Blue Shield) — amount paid by company.....	70.00
Paid rest and lunch periods, wash-up time, extra pay for call-ins and wire changes.....	81.40
Premium pay for overtime.....	108.00
Pay to men in Nat. Guard and Marine Res.; pay to union stewards and officials for time spent in negotiations, etc.	5.80
Social Security — amount paid by company in addition to your contribution	82.00
Unemployment Compensation	38.00
Workmen's Compensation	51.80

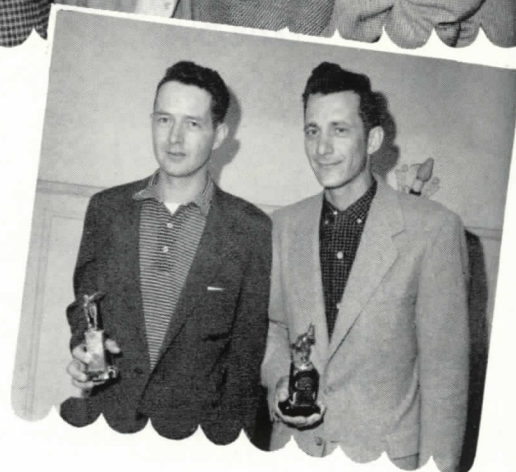
THE TOTAL PAID BY BROWN COMPANY PER YEAR FOR
EACH HOURLY-PAID MILL EMPLOYEE AVERAGES \$ 5,183.00

The CHAMPS are CROWNED



WIN MILL HONORS

The champs, Walt Bolduc, John Barron, Norm Lavoie and Roland Dube, receive their team trophy from "Link" Burbank. At the right are runners-up Walt Turmel and Joe Ottolini. Other members of the runners-up were Louis Melanson and Henry Lacroix.



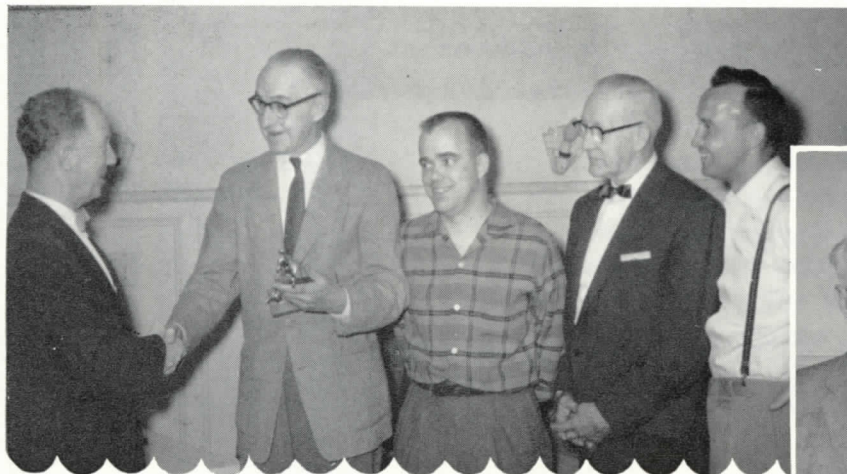
THE 1956-57 bowling season is in the books and the names of Bermico No. 4 and the Rear Admirals are on the champions' cups.

The Bermico team of Roland Dube, Norm Lavoie, John Barron and Walt Bolduc, winners in the Division B playoffs of the Mill League, put together an impressive 1658 in four strings to handily defeat Burgess Digesters in the finals.

It was almost a perfect 34 night for the Bermico team. The quartet took each of the first three strings by 34 pins, then took the fourth by 44. The total pinfall: Bermico 1658, Burgess 1512.

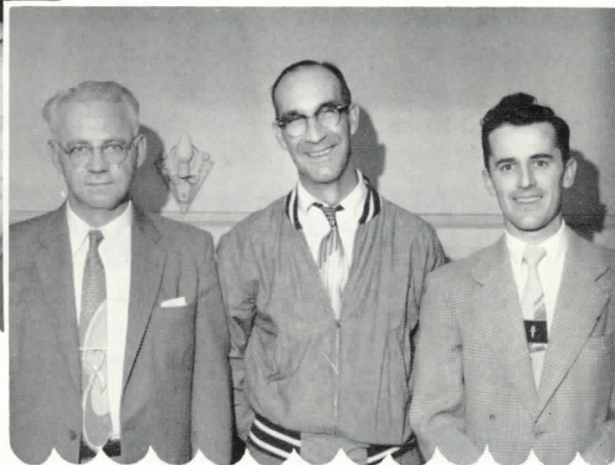
The Rear Admirals didn't have quite such an easy time. Bill Sharp, Harry Johnson, Roland Roy and Arthur Sullivan dropped two of the four strings. But a 1548-to-1542 total pinfall gave the Rear Admirals the edge and the title.

The scores:



OFFICE TITLISTS . . . Arthur Sullivan, Harry Johnson, Bill Sharpe and Roland Roy are presented the team trophy (above) as winners in the Office Bowling League. The presentation is made by "Link" Burbank.

RUNNERS-UP . . . The team that ran a close second in the office loop included (below) Bob Murphy, Chet Bissett and Oscar Carrier. Also on the team was Tommy Stiles.



MILL LEAGUE

Division A

Burgess Digesters 4, Chemical 0
Bermico (No. 1) 3, Chemical 1
Burgess Digesters 4, Bermico (No. 1) 0

Division B

Bermico (No. 4) 3, Chemical-Floc 1
Burgess Lab 2, Chemical-Floc 2
Bermico (No. 4) 3, Burgess Lab 1

Finals

Bermico (No. 4) 4, Burgess Digesters 0

OFFICE LEAGUE

Division A

Lieut. Generals 3, Tech. Sgt. 1
Lieut. Generals 4, Sergeants 0
Tech. Sgt. — Sgt. (Did not bowl)

Division B

Rear Admirals 4, First Sgt. 0
Rear Admirals 3, Privates 1
First Sgt. — Privates (Did not bowl)

Finals

Rear Admirals 3, Lieut. Generals 2



SHARPSHOOTERS . . . These men set the pace among bowlers. Left to right: John Barron, Ben Napert and Walt Bolduc, who rolled better than 104 in the Mill League, and Oscar Carrier, who set the pace in the Office League with 102.

There Was Lots of Bowling In Boston, Too!

by Don Clement

THE Boston Office's first organized bowling league wound up in a blaze of glory for the cellar-dwelling White Sox, who came roaring home the winners in the deciding playoffs.

The White Sox, comprised of Sue Kezerian, Mary



BEST IN BOSTON

. . . Below are the champions, left to right, Sue Kezerian, Mary Murray, Vince LaPorte and Peggy Hulme. At the left are the individual winners, Vince LaPorte, who had high single of 119, and Doris Purington, high average of 90.



Murray, Vince LaPorte and Team Captain Peggy Hulme, found it rough going in regular season play . . . rough enough to finish in last place with only 25 points. However, like the "Cinderella" team they turned out to be, they played like champions all the way when the chips were on the line, knocking off the Yankees in the semi-final round of the playoffs while the regular season champs, the Red Sox, took the Indians 3 points to 1.

In the final all-deciding playoff round, the White Sox leaped to a first string lead of 45 pins. The Red Sox caught fire in the final two strings, but it was too late. The White Sox walked off the alleys the winners of the 1957 Boston Office Bowling League championship, the initial season of organized competition among Boston office employees.

Highlights of the season in retrospect were discussed at the season-end luncheon at Polcari's Restaurant and handsome trophies, donated by Brown Company, were presented to the four members of the winning team. Doris Purington was awarded a trophy for her high seasonal average of 90, and Vince LaPorte's trophy carried an additional inscription for his high single of the year of 119.

Plans are already underway for the 1957-58 season, which will get rolling sometime in September. The league officers hope to increase the number of bowlers and have an even finer season next year.

Doris Purington	90	Marylyn Jouret	78
Don Clement	88	Norma Tontodonato	77
Joe Mangano	86	Evelyn Laakso	75
Peggy Hulme	85	Mary Murray	75
Vince Laporte	85	Sue Kezerian	75
Rose Sanda	85	Laura Proctor	73
Amy Jacques	82	Barbara Foley	71
Rosalie Caiger	82	Dottie Farrell	71
Bob Landrigan	81		

'Round the Clock Service ON WHEELS

by Evelyn C. Lipman

THE Berlin Mills Railway has come a long way since the days of "Brad" and "Star".

"Brad" and "Star" were a brace of oxen and their prime job in life was to give the Grand Trunk a hand in moving cars around the mill yards.

That was back in the 1870's.

Today, two 70-ton diesel electric locomotives work 'round the clock, handling some 94,000 cars a year loaded with everything from pulpwood and coal to paper towels, steel and glue.

Those diesels are powerful things, capable of hauling a train of pulpwood a half mile long at a clip of 84 miles an hour over a straight and level track.

It's a modern railroad set up to do the endless work of modern industry.

The big job of the Berlin Mills Railway is to handle cars incoming and outgoing from the interchange tracks of the Grand Trunk and Boston and Maine and to move empties and loaded cars to the hundred and one points around the mills.

The Berlin Mills is a full-fledged railroad, designated as a common carrier by the Interstate Commerce Commission, and operating over its own 14 miles of track.

STARTED AT 14 . . . That was the age at which these veteran railroaders began their work for the Berlin Mills Railway. Engineer Frank Napert (left) has been with the road for 48 years and Fireman Adelard Guilmette 47 years. They work as a team on No. 15.



Sixty-one men operate the Berlin Mills Railway under Manager Leslie Bell, who has been a railroader since graduating from the University of New Hampshire in 1922.

Right hand man to Mr. Bell is Superintendent Albert Lafleur, a veteran of 20 years with the road and son of a former Berlin Mills Railway employee, Amadee Lafleur. The third generation, Robert Lafleur, a junior at Dartmouth, works with the sum-

HEAD MAN . . .

Leslie Bell, manager of the BMRy, has been a railroader since he joined the Delaware and Hudson in 1922. He has been here since 1945.

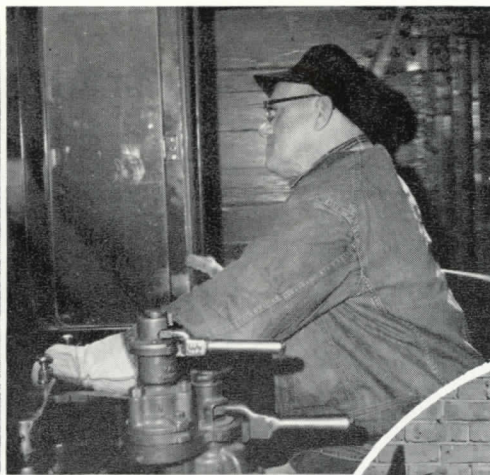


mer construction crew.

"Hop aboard and take a ride," Mr. Bell suggests, so you climb up into the cab of No. 15, bound for Dummer Yard, the "Ball Field" and points south.

Away you go, amid clanging bells and deep-throated whistles. At the throttle is Engineer Frank Napert, veteran of 48 years and son of Joseph Napert, in charge of the railroad and saw mill back in 1890.

"An engineer's got to keep his eyes nowhere else than right on his job every minute," he tells you. "He's got to use that sixth sense when signals are



KEY JOBS . . . It takes many men in many positions to run a railroad. Among these men are Yardmaster Edward Dion (left), Engineer Louis Frechette (center) and Brakeman Joseph Jeffrey. Sixty-one men operate the Berlin Mills Railway, which handles 94,000 cars a year.

on the opposite side and he depends on the fireman for directions."

Fireman Adelard Guilmette starts shouting instructions. "Go ahead." "Two cars." "One Car." "Right on the pin." "Back a little." "Whoa!" Mr. Bell explains that all trainmen think in terms of a box car length, or 40 feet.

Mr. Guilmette has had 47 years service on the road. Both he and Mr. Napert started work at the age of 14.

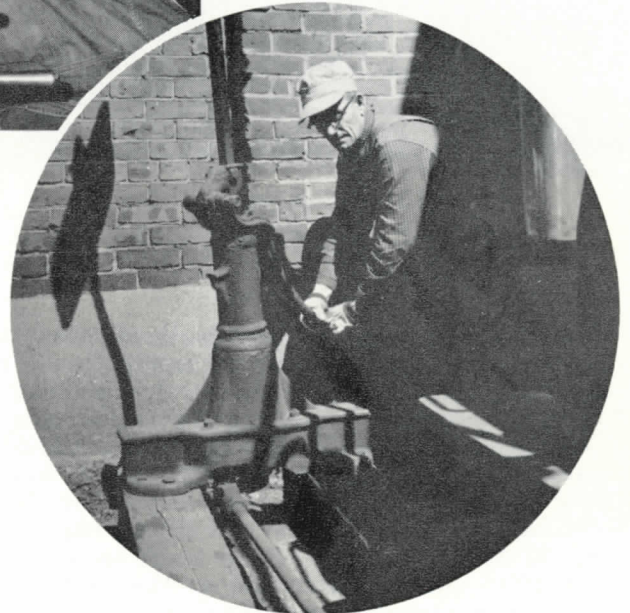
A fireman's duties include checking the diesel for leaks, turning filters down every two hours, keeping the locomotive clean and taking signals for the engineer.

"In the early days, a fireman had a back-breaking job," Mr. Guilmette explains. "He had to keep the steam locomotive clean, fired, and take on water, as well as give signals. Engines had to be kept fired ready for use all night long, the coal box filled, clinkers removed, and sand ready for use on slippery tracks. We still have a busy job, but these modern diesels have eliminated the rugged, dirty work."

Looking out the cab window, you see Conductor George Murphy way up ahead, standing on the first box car, hands folded in back, or waving signals for the engineer. Mr. Napert explains these signals:

Come ahead — waving arms forward and back.

Back up — waving arms counter-clockwise motion.



Coupling car or cannot pull pin — arms waving up and down.

Stop — crosswise motion across tracks.

Trainmen have originated other signals of their own, such as the touching of a hand to the foot, meaning "put car onto the spur track."

Brakeman Arthur Chenard, riding in the middle of the box cars, and Brakeman Joseph Jeffrey, at the rear, are ready to use the hand brakes in case of emergency.

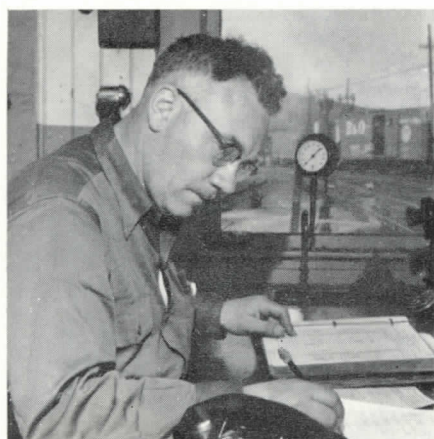
The conductor and first brakeman jump off to take care of signals and coupling of cars, while Mr. Jeffrey remains near the cab to give the signals to the engineer.

Box cars carrying waste are left at Dummer Yard for the locomotive crane crew to unload. Before the engine leaves, a "derail" is set on these waste cars to prevent their rolling backward.

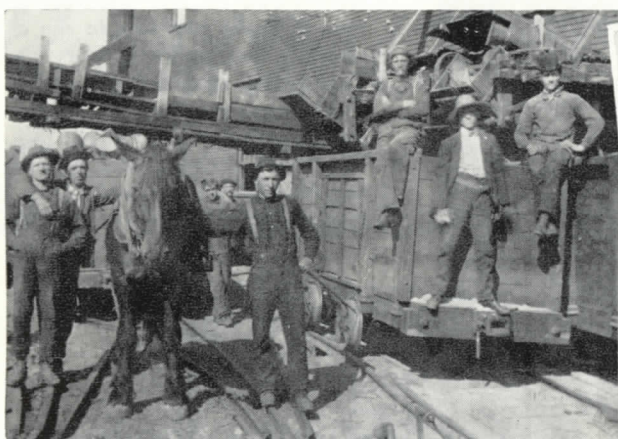
Empties are picked up for Cascade Mill. Enroute, you see box cars of pulpwood being unloaded direct to the cable conveyor.

"Berlin Mills Railway has signals that govern the movement of both the B & M and the Berlin Mills Railway at the ball signal towers," Mr. Bell explains.

"This is a joint operation with set rules and regulations that must be adhered to without deviation. The disregarding or improper display of a signal may cause a reaction or collision of cars or locomotives."



SUPERINTENDENT Albert Laflour has been with the road 20 years. Like many another railroader, he is the son of a former BMRy employee.



A RAILROAD GROWS . . . Seventy-five years ago horses were used to pull small cars about the yards . . .

Continuing the run to Cascade Yard, there are two crossings to go by, and an underpass over a steep grade. As you approach the first crossing, a switchman comes out to protect the train's passage.

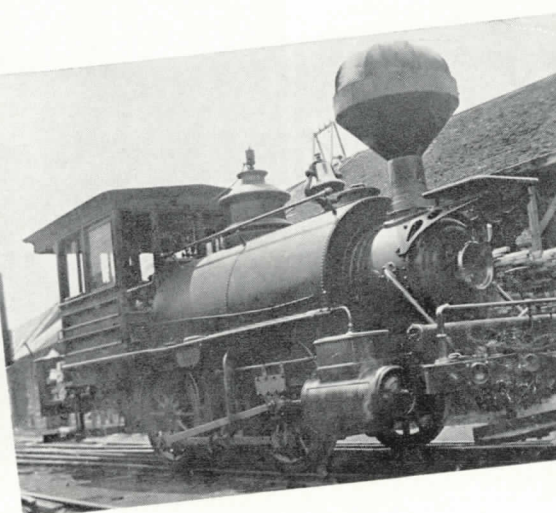
Cascade Mill's operation practically depends upon railway shipments, so box cars must be delivered at special sidings with as little delay as possible. Fully loaded cars of Nibroc Towels and Nibroc papers are taken off and placed on the spur track temporarily. Partly filled ones are returned to the siding, and fully loaded cars are taken to the Grand Trunk interchange tracks to get on their way. Cars must be spotted on an exact mark so that doors will line up with doorways and conveyors.

The Berlin Mills Railway handles all outgoing shipments, as well as inter-plant shipments. For instance, Solka Pulp is shipped to the consumer from Burgess Mill, pulp stock to Cascade Mill, and pulp screenings to Bermico, Floc and the Research and Development Department. Specialty papers are shipped out from Riverside Mill and web stock to the Onco Mill. Bermico conduit, sewer pipe, Bermi-septic, Bermidrain and Bermiroad are shipped out from Bermico Mill; chlorine and caustic from the Chemical Mill, Solka-Floc from the Floc Plant and hardwood lumber from the Hardwood Sawmill.

Today, all siding are numbered. But Mr. Bell tells



. . . Then came steam. This is the second engine used by the BMRy, a 30-ton locomotive purchased in 1892.



. . . In 1893, this engine joined the seven tons, it was

you they used to be named after engineers, yardmasters or foremen. Oldtimers still refer to them as "Corbin Siding", "Ross", "Napert", "Jeffrey" and "Hobo Curve".

"Hobo Curve" was named after the hobo who jumped off a freight and sauntered into Cascade office to ask for a job. He got the job — and stayed several years.

Jeffrey siding was named for Emile Jeffrey, former yardmaster, whose son Joseph, is the rear brakeman on your ride. Another son, Henry Jeffrey, is an engineer on the road.

A yardmaster is on duty for every eight-hour shift. He is responsible for all train movements in the yard. Yardmasters are all certified public weighers, appointed by the mayor of the City of Berlin. The railroad scale weighs loaded cars before shipment, and is tested every three months.

Locomotives are repaired at the engine house, and cars at the car shop.

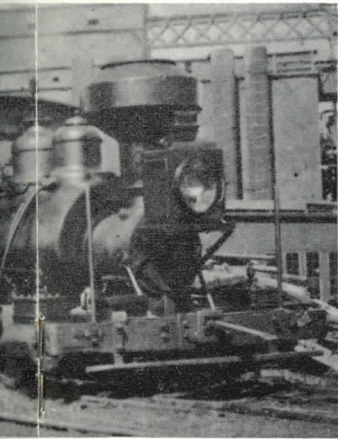
Trackmen keep all tracks in good operating condition.

Box cars are set off on tracks near each mill. When a call comes in from a mill for a switch, the yardmaster makes a switching order for cars to be taken from the yard or for empties to be picked up. The conductor takes these orders from the yardmaster. He is foreman of the train crew. As soon as the work is completed, the order is returned to the yardmaster for dating and stamping.

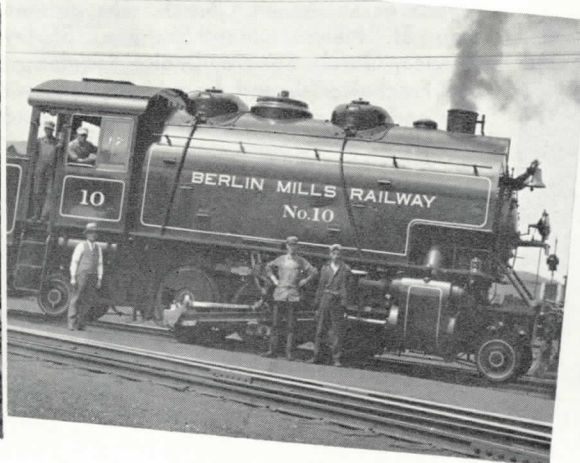
CODE . . . The chalk markings on freight cars have important meanings. Office Manager Roland Pinette points to "HWB 3", which means this car was loaded with hardwood and came in on the Boston and Maine Railroad on the third of the month.

SIGN LANGUAGE for George Murphy some of the dozens gives to his crew. Be off on spur track".

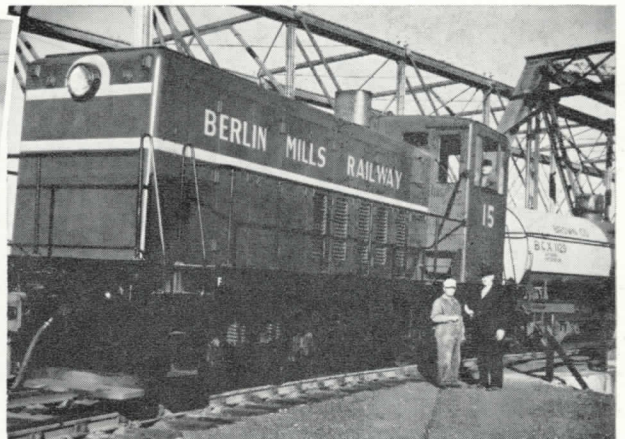




... this "Tom Thumb"
... the road. A mere
... was used 30 years.



... Last of the steam locomotives,
this type engine served the road for
many years, but it gave way to newer
methods.



... In 1949, the railroad became diesel-powered.
On the level, one of these can haul a half-
mile-long pulpwood train at 84 miles an hour.

The Berlin Mills Railway is proud possessor of a number of safety awards. In 1944, it received a certificate of safety achievement from the U.S. Department of Labor. It also has a National Safety Council Industrial trophy.

Railroading passes down from father to son, and very often, to the third generation. Both Yardmaster Napoleon St. Cyr's son Rene and Yardmaster Joe Viger's son Richard are brakemen. Section Foreman Richard Arguin's son Richard, Jr., is a fireman. Ernest and Norman Gagnon, sons of the late superintendent, Ernest Gagnon, are brakemen.

Retired Section Foreman Onezime Vaillancourt's son Alver is an engine repairman leader and son Arthur a car repairmen first-class.

Mr. Bell has been with the railway since 1945.

Shortly after World War I, the Delaware and Hudson planned a fifth trunk line across the United States. J. T. Loree, vice president and general man-

ager, wanted to train 15 young men to handle this work. Mr. Bell was hand-picked for the job. While this trunk line never did materialize, he remained with the Delaware and Hudson, learning the work from the ground up. In 1942, he served with the Office of Defense Transportation as New England representative.

Operating the Berlin Mills Railway requires a large crew — four yardmasters, four engineers, four firemen, four conductors, eight brakemen, a mechanical foreman, two section foremen, two switch tenders, two engine repairmen, two car inspectors, four car repairmen, seven section laborers, a locomotive crane operator and flagman and a yard clerk. Four extra board trainmen and two extra board firemen are employed during peak business.

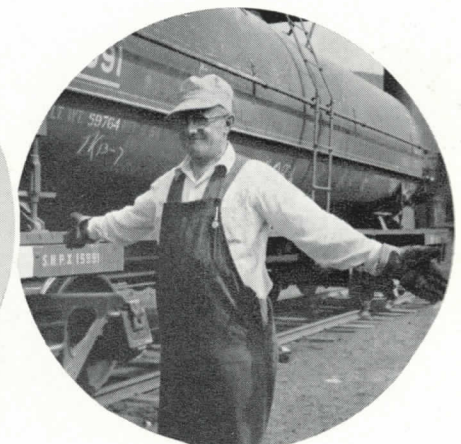
The office staff includes Roland Pinette, office manager; Walter Haines, demurrage clerk; Leo Gingras, car service clerk; Ronald Duquette, secretary-clerk, and Ernest Lozier, cost clerk.

GE... Conduc-
torphy demonstrates
... of signals he
... Below: "Set car
...".

... "Shift this car to the
Boston and Maine track."

... "Pull pin so cars can
be uncoupled."

... "Come ahead slowly."





INTERESTED VISITORS . . . At the left, Ernest Gagne tells student nurses from St. Louis Hospital how he made a clock replica of St. Anne's Church. The girls are Pat McCarthy, Gae St. Hilaire, Jean Shannon, Shirley Aikens, Donna Gragen, Carole Spaltro, Denise Langlais. Below, Club Pres. Leo Frechette (second from right) talks with Pres. A. E. H. Fair and two stockholders, William J. Bradshaw and Arthur Woodcock of Toronto.



Golden Agers Hold Open House



IT was a gala time and everybody had lots of fun at the first open house of the Golden Age Club.

There were exhibits of handicrafts and hobbies—work done by skilled craftsmen ranging from knitting to lawn chairs to clocks. There was an hour-long variety show, with young people of the community joining their elders in music and dances. And to top it off there were group singing led by Berlin Tax Collector "Bee" Rousseau and dancing to the music of the Golden Age Club orchestra.

It was a big evening climaxing a big year for the senior citizens' club, and many of the townspeople came to enjoy it with the Golden Agers. Among the visitors were officials of the city, Brown Company and Local 75.

Among the many exhibitors were these men of the club: Solomon Smith, 89, knitting; Joseph Gagne, 82, violins; Jack Story, 79, flowers and plants; James Mulroney, 75, furniture; Fred Castonguay, 74, lawn chairs; Ernest Gagne, 74, clocks; Joseph Dallaire, 74, snowshoes, looms and puzzles; Mike Grigel, 73, guns and gun cabinets; Napoleon Berube, 73, lamps; Aime Labonte, 72, snowshoes; Leo Frechette, 75, window shutters; Emile Landry, 71, roses from Nibroc towels; Edmond Leveille, 72, stepladders;



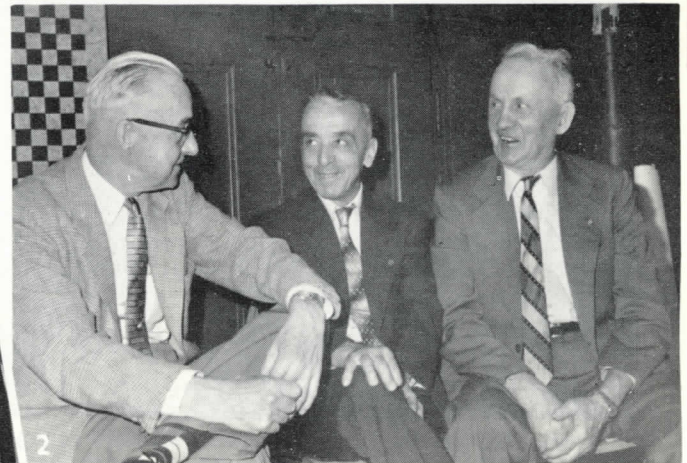
FLOWERS AND GUNS . . . Emile Landry (top) shows Mrs. Edmond Leveille and Mrs. Emile Napert artificial flowers he formed from Nibroc towels. Below, Henry Morrisette and Fred Castonguay take aim with guns from the exhibit of Mike Grigel (left), while Aime Labonte and Ovila Valliere offer their advice.

William Arsenault, 71, furniture.

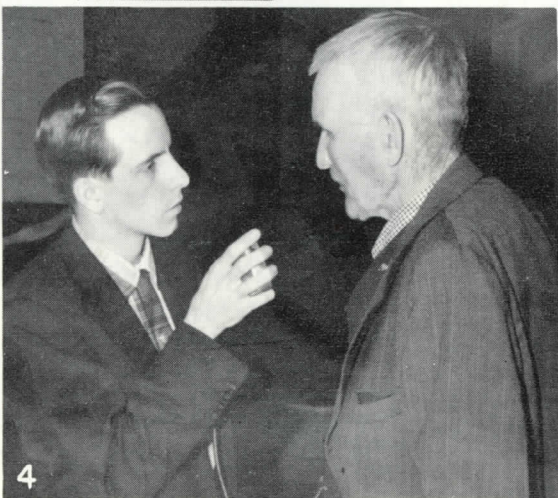
Wives of club members also joined in the exhibits, showing their handiwork with needle and thread in such items as aprons, bedspreads, clothing and fancy work.

Young people from the schools of the Berlin-Gorham area joined with their elders in presenting a fast moving variety show. Those who volunteered their services included members of the Berlin Ensemble with Mrs. Lawrence Dwyer, Sydney Goldenburg, Miriam Forbes, William Conway, Elsie Holt and Mrs. Florine Waugh; Mrs. Earl Frabizio and her daughters, Lorraine, Shirley, Nancy and Sandra, vocalists; Janet Galluzzo, toe dancer; Michael Rooney and Robert Couture, guitarists; Helene Dugas, vocalist; Elaine Baillargeon, roller skate tap dancer; Monique Blais, pianist, and the Gorham High School Glee Club under the direction of John Baldwin, director of music in the Gorham schools.

As an added attraction, Jerry Olin of Radio Station WMOU interviewed many of the Golden Agers, described their exhibits and brought the color of the open house to the radio audience in a special broadcast.



HAPPY TIME . . . These were some of the highlights of Golden Age Club's open house. 1. Napoleon Berube discusses a handmade lamp with Mrs. Emile Parent and Mrs. Fred Drouin. 2. Arthur Sullivan chats with Joseph Lacroix and Emile Parent. 3. Snowshoes and fans were among the many exhibits. 4. Jerry Olin of WMOU interviews Solomon Smith in a special radio broadcast. 5. Among the many local people who entertained were Janet Galluzzo and 6. the Frabizio sisters, Shirley, Lorraine, Nancy and Sandra.



BROWNCO NEWS REVIEW

**Raymond E. LaPlante Promoted To Assistant Manager
Of West Coast Sales; John Moore Joins Bermico Division**

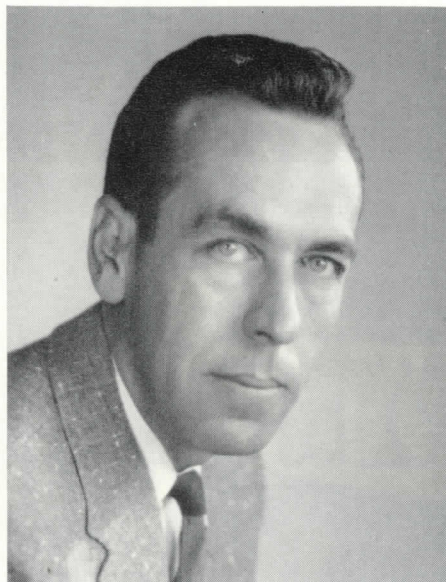


RAYMOND E. LaPLANTE

Raymond E. LaPlante, since 1953 district sales manager for Brown Company's Bermico sewer, irrigation and drainage pipe and electrical conduit for the southwestern United States, with offices at Dallas, Texas, has been promoted to assistant manager of West Coast Sales for the company's complete line of pulp, paper, Nibroc towels, Bermico, Onco and chemical products. Mr. LaPlante's headquarters will be in the Monadnock Building, 681 Market St., San Francisco.

Also announced by Arthur R. Taylor, general manager of the Bermico Division, is the appointment of John C. Moore as salesman with the Bermico Division in the Southwest territory, with headquarters at 505 North Ervay St., Dallas, Texas. Mr. Moore formerly was an engineer specializing in irrigation installations with the Hilton Supply Co. of Lubbock, Texas, distributors of Bermigation, Brown Company's underground irrigation pipe.

A native of Berlin, N.H., Mr.



JOHN C. MOORE

LaPlante joined Brown Company as chief clerk with the Bermico Division in the New York general sales office following graduation from the University of New Hampshire in 1949. He was later transferred to Boston as Bermico Division coordinator. In 1953 he was promoted to district sales manager of the Bermico Division in the Southwest territory.

Mr. Moore, a native of San Diego, Calif., attended the University of California at San Diego, majoring in civil and tool engineering. He formerly was associated with Consolidated Vultee in its San Diego and Fort Worth, Texas, plants as supervisor of standards, and the Tractor Supply Co. in Lubbock, Texas, and Cedar Rapids, Iowa.

THANK YOU

I wish to thank my fellow workers and friends for the gift I received at the time of my retirement. It was very much appreciated.

Leon Sevigny

**John McDonald Is Named
Director of Chemical Assn.**

John J. McDonald, manager of pulp and Flocc sales for Brown Company, and former member of the Army Chemical Warfare Service, has been elected a director-at-large of the Armed Forces Chemical Association.

The association is made up of representatives of private industry and the armed forces working together in the interests of national defense. Its objectives include the promotion of cooperative endeavor among its members, the armed services and civilian organizations in applying science to the problems confronting the military services and other defense agencies.

Mr. McDonald joined Brown Company with the Research and Development Department in 1927, following graduation from the University of New Hampshire. He



JOHN J. McDONALD

later became associated with the Technical Service Department of the Pulp Sales Division and in 1932 was named pulp sales representative in the New York territory.

In 1942 he entered the Army

Continued on Page 15



CHEMICAL & FLOC

by Alf MacKay

Bob Cadoret is driving around in a shiny 1957 model.

Our office fisherman, Earl Philbrick, has returned from a successful fishing trip at Moosehead Lake.

John Lessard has returned to Berlin after a month at the Mary Hitchcock Hospital in Hanover.

Our storehouse boys, George Roy and Albert Stone, attended the Cooper dance recital to watch their daughters perform.

Carl Anderson had an enjoyable air trip to visit his brother, Robert Anderson, in Southern California.

Our Cellhouse fishing champ, Don LaPlante, reports good fishing in the Thirteen Mile Woods area.

If you are interested in Canadian fishing, we would suggest you stay home. George Lafleur and Adelard Rivard took all the big ones on their recent trip to Province of Quebec.

Congratulations to Mr. and Mrs. Henry Renaud on the birth of a six-pound, two-ounce boy.



CASCADE

by Pearl Murphy and
Lorraine Alati

We are all going to miss Bob Murphy, but wish him the best of success in his new position at the Main Office. Leo Patry has taken Bob's place here at the Cascade Office.

Carleton MacKay is back to work after a severe case of laryngitis.

Rosaire Plante has been working at Cascade, filling in on the pulp clerk job.

The winners in the Cascade Office Bowling League were Larry Poisson, Fred Twitchell, Herb Dwyer and Oscar Carrier. Runner-

Chemical Plant Men Honored



DOUBLE GOOD WISHES . . . Two Chemical Plant men recently retired and their fellow employees honored them on the same day. Leon Sevigny, salt unloader, completed 43 years service. Joseph Vallo, cylinder inspector, had 14 years service. Front row, left to right, Albert Turcotte, Arthur Rivard, Donat Goudreau, George Roy, Mr. Sevigny, William Raymond, Mr. Vallo, Harry Roberge, Harry Sullivan, Leo Lapointe. Second row, Adelard Valliere, Leo Murphy, Tony St. Hilaire, Reny Patrick, Robert Vashaw, George Reid, Alfred McKay, Robert Stenborg, Oscar Hamlin, Adelard Rivard, Leo Larochelle, Earl Philbrick. Back row, John Stranger, Albert Guilmette, Wilfred Erickson, Willie Roberge, Albert Gauvin, Eugene Marshall, Sylvio Ottolini, Guido Mattassoni, Albert Stone, Norman Hayes, Fred Vallis.

up winners in the Brown Company Office League were Bob Murphy, Chet Bissett, Tommy Stiles and Oscar Carrier.

Ralph Rogers is losing no time in getting out in the fresh air and catching his limit of trout.



RESEARCH & DEVELOPMENT

by Joan Weiss and
Joan Vien

Vacationers were Ed Haggart, Basil McConnell, Vic Beaudoin, Joan Vien and Armand Bernier.

Ann Marie Ramsay, daughter of Richard Ramsay, recently left with two friends on the liner "United States", for a tour of Europe. While in Paris, she will visit her brother, Richard, Jr., and family.

Connie Forbush and Joan Weiss

were recent visitors in Epping, N.H., and Boston, Mass.

Mr. and Mrs. Harold Titus spent their vacation traveling through the Allegheny mountains, Virginia and Ohio.

Harvey Blanchard is welcomed back to work after an illness.

Margaret Sylvester, Lillian Brunelle and Joan Weiss roughed it, camping at White Lake, for a weekend.

McDonald

Continued from Page 14

Chemical Warfare Service, serving as chief of the administration and property divisions, property officer and contracting officer at the Edgewood Arsenal in Maryland. He was promoted to major in 1945.

Following the war, Mr. McDonald returned to Brown Company as assistant manager of the Pulp Sales Division. He was promoted to manager of pulp sales in 1951.

GOLDEN AGE CLUB



COMMITTEE MEMBERS . . . These representatives of company and union are working with members of the Golden Age Club assisting in whatever way they can in the many activities of the senior citizens' club. Left to right, Mrs. Evelyn Lipman of the Public Relations Department; Joseph Chevarie, vice president, and Cecil Manton, of Local 75, and Arthur Sullivan, supervisor of employee relations.



MAIN OFFICES

*by Jeanne Bouchard,
Lepha Pickford and
Margaret Wagner*

Martha Jane and Fonnies Smith practically run a taxi service to Boston every two weeks, summer and winter.

This time, it was Lepha Pickford and Margaret Wagner who went along. They shopped in Boston, saw "The Seven Wonders Of The World", and later visited the Smiths' aunt, Mrs. Florence Farrington, who is employed at Wellesley College. The girls were taken on a grand tour of the campus and saw many interesting things.

We all welcome Bill Johnson back to the Accounting Department. Bill was confined for five weeks at the Robert Brigham Hos-

pital in Boston.

Mary MacIntyre visited in Boston over a weekend recently.

Maynard Bruns spent a week's vacation at home.

Mr. and Mrs. Urban Rogers vacationed in Boston, and spent some time at their summer camp on Howard Pond, Hanover, Maine.

Ralph Sylvester had a good time roaming 'round in his new car. From the look of his tanned face, we think he must have spent some time in his yard during a week's vacation.

We are all very happy to hear the good report that John Jordan is progressing well since his operation.

Mr. and Mrs. William Poisson were visitors in Lewiston, Maine, recently.

Edwin Vaupel hasn't been to Florida this year and so that ruddy look is a bit deceiving. That is, until you learn that he spends a lot of time outdoors in his garden at his farm in Shelburne.

Bill Oleson has been getting in shape recently at the Country Club golf course.

Our duplicate bridge champ, Ken Hawkes, has been playing in Concord, Groveton and Portland. One of these days, we'll hear that he's won first place in the tournaments.

Carol Mountfort attended the Maine Consistory in Portland recently.

Barney Winslow tried his luck fishing in the Thirteen Mile Woods, but he's going to use different bait next time.

If you're around main office parking lots mornings, you'll see our two long-distance commuters, Donna Jordan from North Conway, a 42-mile run; and Evelyn Lipman from Errol, 30 miles. They must get up with "the cows".

Mrs. Rosemary Sloat and Mrs. Helen C. Lacey of the New York Office were recent visitors at the Boston Office and in Berlin. They spent three days in Berlin, touring the mills.

PURCHASING

by Irene Markovich

The Purchasing girls attended Pat Wentworth's wedding to Dick Poliquin at St. Kieran's Church, and the reception held at The Chalet. Congratulations and best wishes to both of you from everyone in the department.

Pat Thomas was hospitalized for a tonsilectomy recently.

Dick Willis, former buyer in the Purchasing Department, was a recent visitor. Mr. Willis is with Gibbs Corp., Jacksonville, Fla., as purchasing agent.

ENGINEERING

by Merna Joudrey

Roland Miranda, who plans to be a gentleman farmer, has purchased a farm in Jefferson. He reports that he has more than 20 acres of land.

"Pete" Lepage is sporting a beautiful new "swept-wing". Marshall Green has a new foreign-make. Many happy miles of motor-ing, fellows.

George Craig, Frank Guimond and Marshall Green recently journeyed to Cornwall, Ontario.

ONCO

by Robert Valley

Along with the sunshine of spring comes the betrothal of Thomas Sullivan to Germaine Seguin. We congratulate you both. And, we wish success and happiness to Jeannette Roche in her marriage to Adrien Gagne.

Due to weather conditions, Charles Sgrulloni and Everett Christiansen decided to vacation at home. You know this means work, and that it was. Everett says to notice his auto—it shines like a mirror.

Edith Wentworth spent her vacation moving to a new apartment.

Roger "Sam" Bass and Mrs. Bass motored to Washington, D.C., recently, to attend his sister's wedding.

Marie Anctil is planning a fine vacation week to try out her fishing technique.

Out on the sick list were Emile Michaud and Maurice Rainville.

Welcome to newcomers Lawrence Lavoie and Robert Nusman.

A quick recovery is wished for former millwright Carrol Stenberg. Also, we are sorry to hear of the illness of Yvonne St. Hilaire.

RECORDING GAUGE

by Tony Cellupica

Rene Gagnon's son, Rene L., a student at La Sallette Seminary in East Brewster, Mass., spent 10 days recently visiting his parents.

Clifford Delorge sure had the fellows mixed up with all those conflicting stories about his recent mishap. But the boys have their own version of what happened.

Dwight and Mrs. Fortier spent part of their vacation in New York State. He didn't come home empty-handed. He managed to squeeze a refrigerator into that station wagon of his.

Milt Thurlow finally got a new hat. Bing is guessing as to where he got it—at Raymond's in Boston—or at one of those "State of Maine Auctions".

If You Don't Belong To Blue Cross-Blue Shield July Is The Time To Join

During one month of each year the Brown Company Blue Cross-Blue Shield Group has an open enrollment period, during which changes in a membership can be made and new applications received.

The group anniversary date is September 1, so the annual group reopening is held during the month of July and applications made during this open period become effective September 1.

There are always a few people in any group who, for some reason or other, did not apply for Blue Cross-Blue Shield membership originally or did not subscribe to all of the services available. For such people the only time during the year when they can apply is during the annual open enrollment period. If an eligible member would like to join the group or transfer a membership to the group, he should do so during the open enrollment month, using a

white application form which can be secured at your Personnel Office.

In any group there are changes in family status which have occurred to certain members during the year but which have not been recorded on their Blue Cross-Blue Shield membership. Because some of these changes may alter the type of membership subscribed, it is important that once a year a clean-up time be established to catch up on changes which should have been made but which were neglected.

Changes in family status such as marriage, birth, adoption, divorce, separation or death may alter the type of membership a person needs. If such changes in family status have not previously been recorded on a supplementary application card, they should be recorded during the annual open enrollment period, using the yellow form which is available to you at your Personnel Office.

The crew camp owners are getting their properties in shape—Maurice Roberge at Akers Pond, Rene Gagnon at Cedar Pond and Jesse Bickford at Locke's Mills.

Hector LeBlanc, Cascade's No. 1 hockey fan, wishes to thank the boys for their very generous gift, a purse of money given to him while he was out sick.



BERMICO

by Rosaire Brault

Congratulations to Mr. and Mrs. Alex Aubut on the arrival of a baby daughter.

Out on the sick list at this writing are Albert Delorge, Ted Patrick and Albert Provencher. A speedy recovery is wished by all of us.

We wish to extend sympathies to Frank Lavigne and his family

on the recent death of his father, Fred Lavigne.

Ernest Falardeau has been on a very enjoyable vacation.

Now that the ban is lifted, everyone is getting out the boats and fishing equipment.

MANUFACTURING

by Ada Anderson

We are pleased to welcome Bob Murphy to the Central Production Planning group.

Merle Philbrick recently spent a few days at Lockes Mills, Maine, opening up his summer cottage.

TRAFFIC

by Leo Couture

Our Dee Torro, your regular correspondent, has been confined to the St. Louis Hospital. Our wishes, Dee, for a speedy recovery.

You should see Eddie Delisle sailing by in his new car.

Loyal F. VanKleeck has been on a business trip to Washington, D.C.



BURGESS & KRAFT

by Chester Veazey

Mr. and Mrs. Oscar Gonya spent a week's vacation with their daughter in Arlington, Virginia. Oscar is chief clerk at the Burgess office.

Mr. and Mrs. Paul Grenier spent a week's vacation with their daughter in Boston, Mass. Paul is raw material clerk.

Ed Gonya, manager of the Burgess office, spent a week's vacation at home.

Anyone having a chain saw to rent, suitable for cutting alder bushes, please contact Bob Travers of the Burgess Quality Control.

Paul Sazonich has left the Bleachery to join the Navy.

Romeo L'Heureux has been transferred from the Dryers to Cascade.

Raymond Laflamme is on a new job at the Kraft Mill; and Arthur Belanger, in the Yard.

Those who were on our sick list and now returned to work are: Joseph Dussault, Romeo Tremblay, Gerard Bergeron, Sylvio Desilets, Foma Powch, Richard Roy, Richard Duguay, Andre Soucy and Arthur Paulin. Glad to have you back to work.

Those out sick at this writing are Wilfred Dugas, Rosaire Thibault and Leo Couture.

by Jeannette Barbin

Our deepest sympathy goes to "Bob" Travers of our Process Control Department. Bob seems to have had his share of bad luck recently. His paternal grandmother, Mrs. Archie Travers, who was 88, passed on. Bob's wife was hospitalized at the St. Louis Hospital, resulting in total disability for the ensuing two months. Mrs. Travers has now returned to her home. All of Bob's co-workers wish her a speedy and complete recovery.

Lewis Keene was called to serve on the jury.

Corwin "Corky" Burghardt's vacation was spent in New York and in Pennsylvania, where he visited his Alma Mater, Penn State, and attended the 50th anniversary celebration of the Forestry School.

Marcel Moore of our machine

CORVALLIS

by Seward Phillips

Hello again, from us junior members of the Brown family.

We are growing fast in Corvallis. We have just installed two additional boilers and the new dryer is taking shape. Our new kettle is in place, and we hope to be able to operate all of our new equipment soon.

Corvallis is going to be 100 years old on June 30. There will be a parade, with floats on the main street and down the river; a big square dance jamboree with all the trimmings. If you notice the whiskerinos in the pictures, you'll know why. We're all getting ready for the big day.



CHIN WHISKERS . . . There are lots of beards sprouting at Corvallis. The city celebrates its 100th anniversary June 30 and the men of the Bermico plant are getting into the spirit of the times. Above is Seward Phillips and below, left to right, Verle Theura, Bill Harvey and "Sonny" Thompson. Bill's beard was a late starter.

WOODS DEPT.

by Peg Bartoli

Our best wishes for many years of happiness is extended to Lise Gagnon, who married John Malia recently at St. Anne's Church. They toured Canada and upper New York state on their wedding trip.

Mr. and Mrs. Omer Lang vacationed in Florida, visiting Miami and other points of interest.

We are all glad to have Ken Fysh back after his long stay at the Hanover hospital.

Mary Anderson has just returned from an enjoyable vacation.

Congratulations to Mr. and Mrs. Norman Lessard, on the birth of a son, Richard, who weighed seven pounds, one and a half ounces. Mrs. Lessard formerly worked in this department.

came the proud parents of Harold, Jr.

There's an artist in our crowd—Estelle Caron of the Process Control Department. Estelle has been doing herself proud with several fine oil sketches, and currently is turning out some mighty fine samples of her ability as a seamstress.

Alec Taylor has returned to work after a three months' absence due to illness. Glad to have you back, Alec.

shop has bought a new car.

Donald Dube caught a four-pound square-tail trout at Richardson Lake. He plans to have it suitably mounted and will return for "the one that got away"!

Thorvald Arnesen visited Hanover Hospital recently for a check-up. Results, just fine!

Hubert Connolly has purchased three huskies, now three months old. Hubert plans to train them so that his youngsters may enter the Junior Sled Dog Races in Laconia in February.

Mr. and Mrs. Ted Brown attended their daughter Sandra's graduation ceremonies at the University of New Hampshire.

Congratulations are in order for Harold and Mrs. Blakney, who be-

NEW YORK

by Rosemary Sloat

Joan Forster left us to keep a date with the stork. We can think of no nicer reason to leave a job, even if it is Brown Company. We wish her twins.

Had a rather spooky feeling reporting to work one Monday morning. Seems someone or "some ones" tried to gain access to our premises over the weekend. Although the interior was not damaged, the lock was, and until the bolt was fixed, we had to enter through the stockroom.

Mrs. Helen Lacey joined Mrs. Sloat on a trip through the Boston and Berlin operations, and was quite impressed with the vastness of our company. As usual, the red carpet was spread for them, which is always a grateful feeling for an out-of-towner. Thank you.

Frank Mark's youngsters went through the measles, and whereas children will be children, the parents suffered the ordeal as much! Glad to hear all is well now.

Bill Bishop took his usual spring swing through the southern Bermico states. Proof his being on business — no suntan upon his return to the New York Office!

New York Office had the pleasure of visits from Edward Petrick, William LaRose, John McDonald and Arthur Taylor.

PERSONNEL AND INDUSTRIAL RELATIONS

by Janet Hamel and Marie Dube

Congratulations and best wishes to Simonne Coulombe upon her graduation from Notre Dame High School.

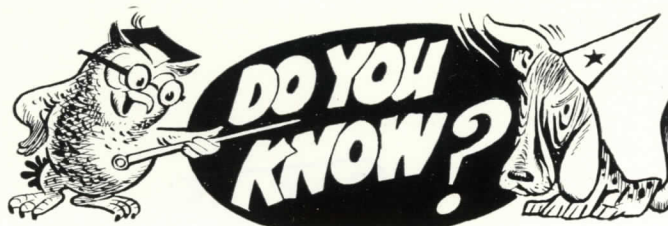
"Toni" Beaudet enjoyed a weekend in Springfield, Mass., where she attended her sister's wedding.

On the same weekend, Janet Hamel travelled to Providence, R.I., for the junior prom at Providence College.

Dottie Wood motored to Claremont with her family to attend a cousin's wedding.

Ubalde Rousseau enjoyed a few days' vacation. She visited with her niece in Connecticut.

Vera West spent several days in Scarborough and Boston.



Brown Company has an investment of about \$13,500 for each employee? This investment includes buildings, machines, material and other working capital.

The pulp and paper industry is the third fastest growing industry in the United States today? It ranks fifth in size among all industries of our nation.

Brown Company makes enough Nibroc Towels each year to encircle the earth 60 times? High quality is one of the important reasons why Nibroc Towels are a "must" in hundreds of schools, hospitals, restaurants, offices and factories.

Among the many uses for Brown Company's Solka-Floc is filtering in the making of grape juice, clam juice, wines and oils?

Wedding congratulations to Mr. and Mrs. John Conley. The bride is Larue D. King, administrative assistant, Personnel Relations Department. The very best of luck, and many years of real happiness to you both.

POWER AND STEAM

by Sylvia Oliver

A speedy recovery is extended to John "Sully" Sullivan.

Welcome back Emile Parent, Glen Cole and Albert Hanson, who were on our sick list.

Welcome to Joseph Rochefort, a new utility man at Steam Turbines.

Congratulations to Mr. and Mrs. Albert Saucier on the birth of a seven-pound, four-ounce baby girl.

STENOGRAPHIC

by Eleanor Pettengill

Janet Robichaud was on vacation with girls from the telephone company. They visited in Montreal, Quebec, and Millbrook, New York.

Congratulations to the new bride and groom. Mona Guitard was married to Roland Albert on May 25. A lifetime of happiness from us all.

Your correspondent and her nephew, Marshall Pettengill, en-

joyed a two weeks' trip to Miami, Florida. The flight via American Airlines, took about 5½ hours from Boston.

Each day was packed with interesting things to do and see. One of the most beautiful places visited was the seaquarium and the parrot jungle, at the far end of which is the famous flamingo pool with many of these colorful birds in a setting of flowers and greenery.

Tours were taken to Key West, Miami Beach, Crandon Park, the orchid jungle and the Hialeah race track. And of course, two of the International League ball games at Miami were attended.

BOSTON

by Don Clement

We were sorry to lose Marylin Jouret. Marylin handled the secretarial work for the Paper Division, and formerly handled similar work for the Product Order Division. Our best wishes go with her for continued success in the business world.

Congratulations are in order for Peggy Hulme of the secretarial section. Peg has received her engagement diamond. She will become the bride of Salve Decina of Framingham, Mass., in November.

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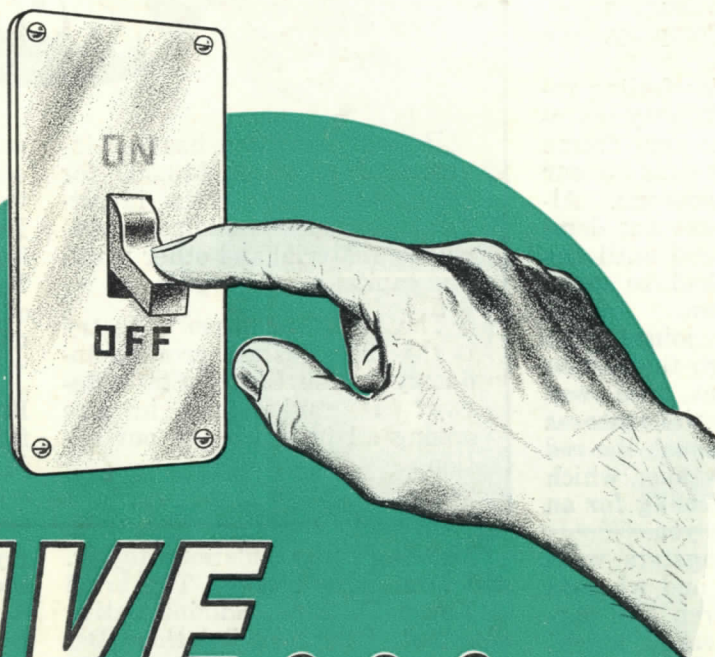
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SAVE...

IF YOU DON'T NEED IT ... TURN IT OFF!

No machine in Brown Company can run without power. Without power, there could be no jobs. The North Country has had one of the driest springs in history. The recent rains have helped, but not nearly enough. As of the first of the month, the storage areas up river were only about three-

quarters full.

Power is precious. It must not be wasted. Shut down motors when they are not needed. Do not leave lights burning. Do everything you can to save power. Remember, without power, Brown Company could not operate. Do all you can to save power.

POWER IS PRECIOUS — DON'T WASTE IT!