



PUBLISHED MONTHLY BY THE BROWN BULLETIN PUBLISHING ASSOCIATION

Volume I

OCTOBER, 1919

Number 4

Brown Co. Get-Together Club

THE second outing of the Club was held at the Goodno Place, at Gorham.

An extra car was run at 4:15 which arrived at the Boston & Maine Bridge at 4:45.

Upon arriving at the grounds the first thing to catch everyone's eye was a strong box with a sign over it which read, "Some call it an animal, others call it a fish." Everyone looked at the "thing" but few could really decide which to call it. "Al" Perkins looked it over and called it a fish, but Mrs. Perkins said it was an animal. How about it, "Al?"

A large swing 45 feet high was in use all afternoon and evening. This swing had a very nasty way of upending one if they did not watch their step very closely. Ask Tom Estabrook.

There was also a forty-five foot pole with two revolving ropes attached at the top of the pole which furnished a lot of fun. Fred Oleson went around once or twice and fell off. One would hardly expect this of Fred as everyone knows he has been around a lot.

George Stevens was there with the Burgess Band and furnished music for dancing, and those who did not care to dance played various games.

Pete Beaudoin's bunch and Carl Elliott's crowd had a tug of war which terminated very quickly when someone shouted "cut the rope."

Laura Rowell lost out in the girls' tug of war but won out in the bag race with a close second in Mrs. Stockwell.

All roasted their own corn which was the best brot into this section of the country, i. e. so everyone says.

"All hots" were served during the afternoon and evening as was coffee, doughnuts and cheese.

The grounds were well lighted with electric lights, but not too light to spoil the pretty effect of the twelve bonfires which were lighted the latter part of the evening.

The special car left Gorham at 9:30 and every one, including the invited guests, had a grand good time, the party arriving in Berlin about ten o'clock.

New Time Office Wanted

We would like to bring to the attention of the proper officials of the Brown Company the total inadequacy of the two by four shack at the Grand Trunk gate, which is supposed to represent a time office.

There is only one clock for two hundred and fifty men, and the card racks are not properly arranged. There should be three clocks.

The scene at twelve and five o'clock resembles more a football rush than anything else. The writer was one of twenty-five who had to stand out in the rain for seven minutes after five before being able to punch out. What a glorious prospect for winter! An early improvement of these conditions would be very much appreciated by everyone using that gate.

Anonymous

C is for "Carl" so young and sweet.
A is for "Arty" so peaceful and neat.
S is for "Spike" who never pulls a bone.
C is for Miss Cameron who handles our 'phone.
A is for Aldrich our new Labor Clerk.
D is for Doc, who never shirks work.
E is the last letter in Cascade
where the good old Kraft and Bond are made.

THE BROWN BULLETIN

Contributions of news items are requested from every employee. It is not absolutely necessary that you write an article. If you have any news to offer or an article to suggest, drop a note in the suggestion boxes placed in the different mills for that purpose.

Vol. I. OCTOBER, 1919. No. 4.

Editorial Staff:

Editor-in-Chief	W. E. Taft
Associate Editors.....	{ F. W. Brawn
	{ G. E. Richter
Business Manager.....	J. H. Briggs

Defends Y. M. C. A.

To the Editor of The Brown Bulletin:

IN your issue for September an article appeared under the heading of baseball that seems to me to be wrong both in premises and conclusion, and, as a "knock" against an organization which cannot well defend itself, hardly the sort of material for a paper like ours.

As the writer of the above mentioned article is apparently not acquainted with the facts, it might be well to say, first, that all of the managers of the league agreed at the outset that Berlin or Gorham players not "drafted" on the two Brown Co. teams might play for the Y. M. C. A. team, whether members of that organization or not. Second, he speaks of the Brown teams as under a disadvantage, in being "restricted in the matter of selecting players"—as a matter of fact the case is exactly the other way 'round—the Y. M. C. A. were restricted to those players whom the mills either would not or could not hire and use; he may perhaps recall a number of players on the company teams who were not working for the company until baseball talk started in the spring—and also that some of the best players on the present Brown Co. teams were either discovered or developed on previous Y. M. C. A. teams. Also that one follower of big league business methods had one set of the Brown Managers bidding against the other, for his services, at a very recent date! As for presenting membership to Y. M. C. A. players, as the article stated, this was not even necessary, for the reason mentioned above, and as far as paying players for the time lost, we of all people should not condemn them for that, even if it were true.

To the mind of the writer, the Y. M. C. A. team won because they deserved to win. They played hard, and with their heads, and never quit until the last man was out. A better instance of pure grit will seldom be seen on a baseball field than the fourteen-inning game against Burgess, where one pitcher worked the whole game

against three opposing slabmen and in the face of costly errors by his own team-mates.

To accuse men as square as the managers of the Y. M. C. A. team of "resorting" to unfair tactics would be ludicrous if it did not savor of an editorial utterance, in which case it becomes unfair and unsportsmanlike and not at all representative of the opinions of those who stand for a square deal.

FAN.

Four men were playing poker
An Englishman and a Jew,
A Scotchman and an Irishman
Were in the same game too.

They drank until they all saw snakes
And everyone was hot;
St. Patrick drove the snakes away
And Paddy stole the pot.

Brain Workers vs. Real Toilers

To the Editor of The Brown Bulletin:

YOUR correspondent prays for leave to rush into about six inches of your valuable space in a little matter of self-esteem. To put it frankly, being driven off the field of battle in a certain verbal tiff, he now returns to the fray snorting for blood—at a safe distance and under a fancy signature. His opponent was a shopkeeper of this town, apparently a most bourgeois person, but his pet theory is a species of Bolshevism.

How shall a man defend himself against the charge that the brain-worker is non-productive, his income a tax on the real toiler? Of course, *reductio ad absurdum*, my friend never would have thought of those telling phrases, those rounded epigrams, if certain rather cunning brain-workers, themselves quite strangers to an honest day's work, had not forged the weapons ready for his hand. But how to carry conviction to the five thousand, more or less, who represent the strong right arm of industry in this city, that the white-collared, soft-musclcd man in the soft-musclcd job is no parasite, but produces his share of the good of this world, and sometimes a thousand men's shares?

I hold that no one has ever successfully attacked the theory set forth in the text-books on economics ("capitalistic" as they all are, no doubt) that there are three productive factors in industry—capital, management and labor. As for capital, that is not my battle. For management let me say a little good word, however. My renegade tradesman of course referred to the completely socialized factories advertised by the managers of the Bolsheviks. Did we not read that the "Commissioners" put in charge of these affairs finally had to be paid

(Continued on page four)

PORTLAND BRANCH

OFFICE

Extensive alterations and additions are being made to the Office Building. The office force has increased so rapidly during the last few years, owing to the expansion of the Company's interests, that it has been necessary to make these changes in order to relieve the congested condition that has existed for some time. The office, when completed, will be more than twice its former size, and will be equipped with a large fireproof vault and many other improvements and conveniences. Mr. W. M. Hoffses is the architect and boss of the job. The Company has also just finished the construction of a modern garage for the use of its employes. The rear of the building will be used for the storage of the Company's trucks, etc. There is accommodation for sixteen cars in the front part of the building. All the space is occupied, so the H. C. L. is not to be wondered at.

It may be of interest to many of the Company's offices, who are not in such close touch with the Portland office as our friends in Berlin, to know that there is maintained in the head office of the Company at Portland quite a large force of men. When the writer started work with the Company in 1907, the entire office force numbered only fifteen. It has now reached seventy-two, not including the Retail Department. The Accounting Department is largest, having a force of thirty-three. Mr. Brockway is the head of this department. The other departments, viz: Lumber and Paper Sales Department, under Mr. Arvid Ek; Sulphite Sales Department, under Mr. J. E. Marriner; the Kream Krisp and Window Frame Department, under Mr. Edmund Burke; the Purchasing Department, under Mr. W. M. Hoffses; the Financial Department, under Mr. L. G. Gurnett, and the Advertising Department, under Mr. John C. Sherman, bringing the total force up to seventy-two. It will, therefore, be seen what a large organization it requires to handle all the work connected with the sale of the various products manufactured in the mills at Berlin and elsewhere, and to compile and analyze the vast amount of statistics necessary in the administration of the Brown Company and its subsidiaries. Perhaps at some future time further details and figures, relating to the work of each one of these departments, may be given.

All the boys who were in the service, with the exception of Roscoe Brown of Mr. Ek's department, and Harold Collins of the Kream Krisp Department, have returned to work. Roscoe is an Army Field Clerk, and since going overseas about a year ago he has been in practically every country in Europe. The last time we heard from him he was in Poland. Harold is Field Clerk at Camp Devens. He was in to see us a few days ago and said he "told" the Colonel (or the Major) that he was getting pretty well "fed up" with the job and was going to quit on or about September 8th.

Lieut. "Johnny" Vanier and Sergeant-Major "Jeff" Foster returned from overseas a short time ago and have again taken up their duties in the office. Both Messrs. Vanier and Foster enlisted and went overseas with the Miliken Regiment, which regiment took part in the Argonne offensive. As many, no doubt, have already heard, Johnny has gone and done it—that is, he has joined the benedicts.

Somebody has just figured out that the reason the "Goats" won from the "Sheep" in the ball game at Diamond Island a short time ago was that Harry Todd and Charlie Means played with the "Goats."

Mr. W. B. Brockway recently purchased a Hudson Sedan.

The Great War Veterans of South Portland were a short time ago presented by that city with bronze medals in recognition of their services. Ex-Corporal Harry Todd is the proud possessor of one of these medals.

Mr. N. W. Staples is having a house built near Two Lights at Cape Elizabeth. He says he is going to do his own cooking. Everybody who has had an opportunity to enjoy one of Nat's famous shore dinners at Nubble Point can testify to his ability as a cook.

The shore dinner which Mr. Thompson was going to give the boys in his department as soon as the monthly statements were completed was postponed on account of his hurried departure for La Tuque and Trois Pistoles, where, it was rumored, he went to get the fish. As nothing further has been heard about the dinner since his return, it is assumed the fish weren't biting.

Robert Sample is one of our Accounting Department boys who has recently returned from the service. He enlisted in the Canadian Artillery, and was with the 85th Battery, C. F. A. He started for Siberia, was mixed up with the influenza at Winnipeg, and got as far as Vancouver, ready for the big jump, when the armistice was signed.

A part of the previously mentioned entertainment at Great Diamond Island included a tour of inspection of two of the leading gardens on the Island, one of which is Mr. Safford's. We regret to say, however, that Mr. Safford afterwards reported the loss of one of his choice cucumbers. He is now wondering if the sudden departure of Messrs. Birkenmeyer and Thompson on the early boat had any connection with the disappearance of the cucumber.

Suggestions from a Rack Man

It is suggested that the old racks be remodelled. The bars are set in so close that they freeze up too easily in cold weather. As a result the rack men find it impossible to keep them clear. Water is dammed up with a consequent loss of power from the generator. It frequently happens in the winter that the power is cut down from 600 to 800 amperes over a period of eight to twelve hours. We notice that the racks seldom freeze when the bars are two inches apart. It would therefore be of great interest to the Company to have those old racks readjusted.

The reason that most people's dreams don't come true is that they sleep too long.

Many are called but few get up.

I see by the papers the traffic officer that was the subject of a little editorial in our last month's *Bulletin*, and the originator of the well-known phrase, "Watch the Car," has resigned and accepted a position with the Brown Company.

(Continued from page two)

sizable salaries? In order to stick to a safe subject, i. e. one of which my friend is ignorant, let us not go further afield than the production of sulphite pulp; in order to realize any profit at all on the game various non-mechanical details must be faithfully attended to. Raw materials must be bought at the proper time and place; market conditions must be studied as a preliminary to selling the product; the processes themselves must be studied with a view to economies here, an increase in quality there; a valueless by-product must be made to open up its possibilities, and highly trained technical skill called upon to develop the new plant; and there are records to be kept, shipping tangles to be straightened out, customers to be kept smiling, and quite likely one or to other little things. All of these duties are functions of management. Are they not productive? Omit some of them and see.

What shall we say when in the exercise of some of these duties, and then only by virtue of optimism, sleepless nights and the other ingredients of "genius," a man snatches from the thirsty river fifty tons a day of a chemical that people are anxious to buy for much good money? He is only doing his duty? Nay, he is worth his weight in gold, and other people know it. Alas, these matters are subject as much as the price of bananas used to be, to the laws of supply and demand. Would it not be fine if the Time Office could hire us three such men every day? They have not, and I venture to say they will not. Is it strange then that in view of the strictly limited supply the price of such services should be correspondingly high? The world is the richer for his achievements, not himself alone or capital alone; he has added to the total amount of that real wealth whose proper distribution is the aim of every good labor union. In the river his product bought no man's bananas.

Mr. Editor, if my feeble artillery seems to you to have parked in more than the stipulated six inches, set it in agate.

Freight Rates and Demurrage

The Work of the Traffic Department

The importance of Railway Transportation has grown since the time when the first locomotive built in London in 1804 weighed five or six tons and drew ten or twelve light-weight cars. Today the modern locomotive of 75 tons draws 50 to 100 heavy-weight cars. The transportation of food, fuel, raw material, and manufactured products is now a matter of vital national interest, comprising as it does, perhaps 30 to 40% of the cost of all goods to the consumer, and practically regulating the life of many industries.

Because of the importance and complexity of the transportation problem, large industrial concerns maintain a Traffic department, whose function is to keep down freight rates and demurrage charges.

Consider first the case of freight rates. Under the law the shipper is himself responsible for the freight rates he uses, and must know of his own knowledge what the legal rates are. No dependence can be placed upon railroad representatives for quotations. In order to quote prices, the Sales Manager of a manufacturing concern must know the correct freight rates. The Purchasing Department must know freight rates from various points of origin to various destinations in order to figure the cost at delivering point, and know where to buy. The Accounting Department must be informed whether freight allowances on invoices for materials purchased are correct. The Invoicing Department must have similar information, if freight is allowed or equalized. The Traffic Department assembles all this information and furnishes it promptly to the people who need it.

The Brown Company handles thousands of cars yearly; every car is recorded to the various departments and carefully watched to prevent demurrage. The railroad companies make an extra charge called demurrage for keeping railroad cars beyond the free time of 48 hours. For each of the first four days after the elapsed free time \$2 is charged, and for each succeeding day \$5. We, however, are operating under what is known as the Average Agreement, the demurrage being calculated on the basis of the average time of detention of all cars released during the calendar month. To obtain the necessary credits, as many cars as possible should be unloaded within the first 24 hours free time, and to keep D. W. L. from falling entirely into the hands of His Satanic Majesty (see poem in recent issue), all departments should use utmost diligence to unload promptly and to load speedily to full capacity. We are now experiencing acute shortage of box cars in the east—something like ten thousand daily at the present writing—owing to sending box cars to the west to remove grain and other food products. In order to alleviate the shortage, it is a national duty to keep very close check on heavy loading—prompt unloading to increase available supply. Unless we do this, our supply may be curtailed.

The hearty co-operation of all parties handling cars will not only bring the Traffic Department to a high state of efficiency, but will help the employees as well in keeping the mills going.

"Let us have faith that right makes might; and in that faith let us to the end dare do our duty as we understand it."

Abraham Lincoln.



BASE BALL

The Baseball series between Berlin and Gorham has been settled, and as we all expected Berlin brought home the bacon, winning four games out of five played. Gorham won the first game played at Berlin, two to one, and of course the series was ended according to the Gorham fans. But Berlin got down to business and got in the race, and the following will convince anybody that Berlin has some ball team. Berlin twelve, Gorham three; Berlin four, Gorham three; Berlin five, Gorham one; and then again on Welcome Home Day, Sept. 4th, Berlin was called to Gorham once more and put the finish on to the tune of three to two, thus ending the series for 1919.

Pete's Petulant Petards

Irving Hannaford was conducting his new flivver (bought by his father) through the crowded thoroughfare. His front wheel misbehaved and somewhat against his will led him into the embrace of a second oncoming car.

"What ho!" cried his brother driver. "Don't you know your engine's knocking?"

"I don't know about the engine," hailed Irving, "It's my knees are knocking now."

A big brawny lumberjack entered Pete Beau-doin's domain recently and enunciated as follows:

"Ees beefsteak good for a black eye?"

"Sure!" says Pete.

"I weesh then you put up tree quarters pound for Meester Jim Malloy. He'll need it bime-by soon."

Pete did as requested, putting up a choice slab.

But shortly afterward the log wrassler returned. His blue flannel shirt was spotted with deep red clots. One eye refused to blink and the other wore mourning.

"Say," he murmured slowly, "I been wrong; I want that meat for myself."

And Pete gently broke the news that Jim was once a prize fighter.

A little girl came in the meat market the other day and asked Pete to send her mother a pot roast.

"Why," Pete said, "I sent your mother a pot-roast yesterday. Are you sure that you remember right?"

"Yes, I am, and mother said that you sent the bones yesterday and she'd like the meat today."

Keeping the Piano in the Back Yard

JUST suppose you went home tonight and your wife was having the parlor 'papered and the floors varnished. Of course, the piano, two or three chairs and the victrola are in the way, so she has the workmen put them in the back yard. If you saw a trick like this, just how would you act? What would you say? Would you think she used good judgment? Suppose that she told you it was just for a couple days. Would that change your mind and make you think it was right? Well, this very thing goes on every day in a great many large concerns like the Brown Company, and the excuse offered by the men who do this is varied. Some say they have no room for storage, others say it does not hurt a machine to be placed outside, which, of course, is unreasonable. Others say that it will cost something to have it removed by the Railroad Department, which, of course, is a fact, but we must all remember in this particular case, that the railroad is a part of the Brown Company, and can do a reasonable amount of shifting over and above its regular work at a very small cost. Do you think it is a good idea to keep something that you do not need, when the other fellow does need it but cannot use it, because your idea of the amount you should receive for credit is too high? Of course, here is a question with two sides, but if the other fellow does not use it and you cannot use it, and it is finally sold for junk, who is the loser? What credit does your department get then?

The Salvage Department was created to take care of just such things as stated above, so when you have anything great or small to lay aside, send it to us. If we cannot take care of it as we should, or place it in another department, you at least have done your best. BUT WE WILL.

Some Horses

It is reported that Mr. O. B. Brown's Kentucky's Own, Fashionplate, Rob Roy and others of the family are on a pilgrimage and are collecting souvenirs.

Official information is not at hand at present, but from what we can learn to date we understand that the Kentuckys have been entered in forty or fifty events and to date have taken a bushel or so of ribbons, among them are fourteen firsts, thirteen seconds, five fourths, and three fifths.

Mr. W. R. Brown's Arabians are entered in the endurance race from Fort Allen to Camp Devens, and thus we are sure of more laurels to be added to the already large number.



UPPER PLANTS NOTES



MAIN OFFICE

The girls seem to enjoy riding in flivvers. At least it appeared that way the other day when about a dozen of them were seen pushing Eddie's Ford down the hill for the sake of having a ride to the station.

We sometimes think that we could get along without the girls here at the office, but we have found out that they are a necessity (or nearly so). Anyway we hope that next year the girls will be a little considerate and not take the same two weeks for their vacation. It makes some of the people in the office lonesome and others are kept busy looking for stenographers.

Daphne Mooney and Walter Reid almost put one over on us. Some time ago they went to Lancaster and were married, intending to keep it a secret for a while. The Lancaster Democrat helped us out and spread the news. When it got out Mr. and Mrs. Reid planned a wedding trip, again thinking they were getting away with it. The girls got wind of it and took the 3.50 P. M. train to Gorham, where they met Mr. and Mrs. Reid with a shower of rice and confetti.

RESEARCH DEPARTMENT

Robert J. Rich has given up his position and will matriculate at Harvard Law School.

John Graff, of the Photographic Dept., has just returned from a special session of the New Hampshire State Legislature.

George Pucher returns to Yale on October 1st. He expects to finish work for his doctorate this year.

The carpenters still insist that perfectly good "drinkable" grain alcohol is the only thing fit to put in an automatic door closer.

Elwood Ebie attended the Waterville Fair in the interests of the Paine Fireworks people, who had charge of the pyrotechnics. It rained every day.

A little girl recently met Gordon Cave and his lunch box on Main Street. She asked, "Why don't you go to school instead of working?" Gordon wondered.

D. H. White and J. S. Little are busy explaining the theory of building Ready-Cut Houses. Contrary to general opinion, these do not come with the side walls, floors and roof all ready to bolt together. Also, a certain amount of plastering is necessary.

A note in one of the boxes casts asparagus on our good friend, Nils Johnson. It informs us that he's busy drawing plans for a swell bungalow and is a routine caller at a store on Main Street.

D. H. McMurtrie has returned from overseas, where he served as First Lieutenant in the Chemical Warfare Service. During his last four months abroad he had the memorable experience of studying at the University of Toulouse under Sabatier, the pioneer in the hydrogenation of oils.

Speaking of members for the Ananias Club, maybe Joe Hooper could qualify. Joe has a great history for each hat or

suit that he wears. We think that the suit he has on today was the one he got married in—anyway just ask him.

W. B. Van Arsdel has been considering an offer to teach in a college in China at \$1200 a year. The possibility of reducing the H. C. of L. by eating rice and rats was encouraging, but information that the college pays in Chinese currency and that its Traffic Department is short of freight cars, almost balanced this advantage. He finally refused, when he remembered his duty to the Methodist church organ.

GROCERIES DEPARTMENT

The meat cutters enjoyed their annual outing at Nay Pond. Nap and his keg were the hit of the day.

We wonder why Harley Cole was passing the cigars around the other morning. We doubt that he is married. He must have lost heavily.

While on vacation in Canada, Stella, our movie star, executed a daring feat, when she leaped from a moving train which was on fire.

ENGINEERING DEPARTMENT

"Billy" Bates is wearing that mustache again!

Arthur Snodgrass and Frank Brennan are in Portland on Company work for a few weeks.

Remember "Brad" Whitten? Well, he's back and he's married. They are living at the corner of High and School Streets.

We have it on the very best authority that George Lovett pitched a great game of ball at the Good Roads Association Outing. He struck out ten (or was it a hundred) of 'em. Right on deck next day too! And now when a stranger comes in we can't help looking to see if he's labelled anywhere, "Big League Scout."

SALVAGE DEPARTMENT

Somebody mentioned that Mike Caird expects to leave for Arizona next week, and Reddy for the land where you go out in a boat each morning to get your breakfast. Too bad these summer hotels wouldn't keep open until December, hey?

SAW MILL

Mr. and Mrs. Aulie, Sweden Street, are the happy parents of a ten-pound baby girl. Both mother and daughter are in fine health.

Robert Erickson, Bjorne Anderson and Simmons Erickson have gone to Detroit. We are not informed whether they went in search of work or to save the freight on a Ford.

Mr. Axsel Hanson and family and Mr. Carl Mason and family crossed the river over by the log pile for a picnic Sunday. No breakdowns.

UPPER PLANT NOTES

ELECTRICAL SUPPLY DEPARTMENT

Miss Florence Fancy is getting interested in chicken farms.

Miss Jenny Hanson is inquiring the fare to Detroit.

Frank Slattery is studying the mystery of the eternal feminine. Be ready for an invitation.

KINDERGARTEN

Kindergarten opened September eighth under the direction of Miss Caird and Mrs. Barney.

All children between ages of four and six, whose parents are employees of the Brown Company, are urged to attend.

BOILER HOUSE

William Johnson, otherwise known as "Teddy Bear," is grabbing all the overtime he can, for he plans to buy a Ford in the spring.

Jack Kelly talked of spending his vacation by burning the highway to Lancaster in his new high-powered Buick, but he changed his mind and went to Sherbrooke.

WINDOW FRAME MILL

Tom Sully has bought a new light six Buick of the latest model.

Roland Marsh and several others, who formerly worked at the Planing Mill and left to work at the Kream Krisp Plant, have returned to work at the Planing Mill.

Blake says he would like to have a Ford runabout, but owing to the low rates of interest and high income taxes now prevailing, he thinks he will put it off a while longer.

The Window Frame Mill is feeling the car shortage very keenly, and finds it difficult to get cars in time to load for shipment, making it necessary to pile the stock, which takes lots of floor space and makes a big rehandling expense.

The Planing Mill made a record for good and efficient service, when it recently received at 2:00 P. M. a telegraphic order for 1500 window frames from one of our old customers. The car was ordered, set at the stock room at 2:45, and loaded for shipment at 5:00 o'clock.

Dugan was debating on the difference in the cost of living between here and down on "the island." He said a man could support a family of seven or eight down there on \$10.00 a week, whereas it costs a man \$25.00 here. When asked why he didn't go back there, if he could support a family for that amount, he said, "By heavens, it's too hard to get the \$10.00."

Since Mr. Felker bought his farm, he has lived in a state of dreamy anticipation. His nights are gladdened with dreams of fields of clover and hives full of honey. Even while at his desk at the office, he will often pause for a moment with a far off look in his eye and a smile will steal over his restful countenance, suddenly he spits on his hands, grabs for his axe, and comes to earth to find himself tightly grasping his pencil.

Electrical Department

The questions are asked many times, "Where is the Electrical Department of the Brown Company?" and "What does the Electrical Department consist of?"

It is not at all surprising that people do not know what or where we are, owing to the fact that we have not as yet "a real place to hang our hat," so that the several branches may work together for one common cause.

The *Electrical Engineering Department* is located in an unused room at the Kream Krisp Plant. Here the plans for new work and repairs on old are drawn, and estimates as to the different electrical proposals are made up. (We understand at present plans are being drawn for a building for this department, and we hope more than plans on paper will be drawn.)

The *Electrical Supply Department* is located in Tube Mill Number One. Through this branch practically all of the electrical supplies used in the Brown Company's works are ordered, received, and distributed for use in the company's several plants in Berlin, and many times in their other plants in Canada. This department carries in stock, or orders, everything in the electrical line from blake staples for bell work to the most modern turbines for the generation of the enormous amount of electricity which is used by the Brown Company in the manufacture of their various products.

Closely affiliated with the supply department is another which plays as an important part in the industry as the above named departments. This is the *Electrical Repair Shop*. Here motors are re-wound, and new coils made, and installed, so as to cause as little delay as possible. In this branch many different kinds of electrical apparatus which formerly were shipped away for repairs, or consigned to the junk pile, are carefully examined, repaired, tested and then placed back in stock for use again, thus saving time and expense. One cannot realize the importance of this branch unless he is familiar with the necessary machinery used in the generation of electricity and its use as a manufacturing factor. Picture in your mind a manufacturing plant having over fifteen hundred motors, together with generators, transformers, and various other appliances, and you can readily see that the electrical repair shop, which has in charge the necessary repairs on all appliances, is a very important branch of the industry. Many of the

(Continued on page eight)



RIVERSIDE MILL YARNS



Electricians are working at their usual gait, which is some speed.

Tom Sheridan, may have to take another vacation before he accomplishes his matrimonial ambitions.

Now that the hunting season is drawing near we would like to suggest to Andy Mullen that he keep away from the swamps.

We would like to take this opportunity to deny the rumor "That Old Man Hull" is going to join the Salvation Army.

"Kid" Turcotte is a broke hustler who has ambitions of being wrestling champion of his crew. But, Kid, going down cellar breeds "cellar champions."

Rose Belanger is proud of his job and thinks he is doing well. According to the machine room crew, he admits it to the boss.

If you want to have a nice friendly talk with our Jimmy Monahan, for the land's sake! steer away from Socialism and Bolsheviki. Jimmy does not like to talk about it.

Toothaches and stomachaches are often the result, when a certain man sees an order for small rolls, especially when it's on the 4-12 shift.

There seems to be a great deal of rejoicing around the mill because of the fact that Andy Mullen has at last, after all these years, bought a plug of tobacco. We all hope that he will decide to purchase another before Xmas.

As we all know, Al Porteus and Ralph Wilson acted as ticket-takers down at the Princess. What we don't know is this: Did they quit themselves, or did their wives make them give up the job?

Sil Peters, our "Long" assistant foreman in the cutter room, went down town to buy a pair of new shoes last week. He told the clerk he would like No. 7, but that No. 12 would fit him better. We believe it.

We don't think that there is anything to the rumor that Mike Egan's car went up Gorham Hill on high, and that it went so fast that he had to put on the brakes when he reached the top.

One of our Millwrights has gone "Way Down East" where the apples grow. Like our late President, Sam discovers a number of new quadrupeds on every trip he makes. We are waiting with bated breath to learn what new species he has found this time.

We would like to suggest something be done to give us a new bridge. The bridge we have now was never safe or built to accommodate anybody, and since new construction has started it is loaded down with a big carrier carrying dirt over the top that sifts down more or less on our heads. We hope that in the near future we shall have a suitable bridge across at the lower end of the cutter room.

"Nothing from Riverside this month either," that has been the regular wail when we read the news in *The Brown Bulletin* each month. The blame is all our own, of course, as nobody sent any news in. We are resolved now, however, to make a start, and keep it going.

By this time, I suppose, nearly everyone has met our new Superintendent, Mr. G. W. Reardon. We tell you right now he is a "jolly good fellow," and best of all the fellows down in the Machine Room say that "he knows how to make paper all right."

Things ought to go pretty slick up here now. We already have a new Super, and then we are building a new mill, and there are some birds around whispering that we are going to get one more machine. It is an old saying that dreams sometimes come true, and it really looks that way now. We surely have been dreaming about that No. 3 Machine for a good many years.

Our greatest Socialist Lecturer sold some of his six-year-old hens to one of his friends, telling him that if he fed them well they would lay in two weeks. He came around the next day with a big smile on his face, telling what a great trade he had made, stating that those hens wouldn't lay in ten years because they had never laid an egg for him. He calls himself a Socialist. We call it human nature, don't you?

(Continued from page seven)

electric heating and cooking appliances used in the Brown Company industry are made in the electrical repair shop. The electrical and gas welding is also conducted under this branch. Large shafts which are broken, or have become worn by use, are here made as good as new; smaller castings of iron, bronze, and aluminum are repaired.

Thus you see, although we are not universally known, we play as important a part in the several plants of the Brown Company as do other more prominent departments.

United States Railroad Administration

Walker D. Hines, Director General of Railroads, today authorized the following statement, asking the further cooperation of shippers and receivers of freight in promoting freight car efficiency:

"During the war, no one was more patriotically helpful than the American shipper. With zeal and efficiency he did his part in the common cause.

"The Railroad Administration had excellent opportunity to observe this attitude during the war and has appreciated heartily the subsequent continued cooperation of the great majority of the shippers.

"The time has now come for renewed efforts
(Continued on page nine)



CASCADE JUICE



Lahouse on No. 1 is a haymaker, they say; they call him lightning 'cause he is so fast.

Mr. Geo. Nolin is raising a Van Dyke. He thinks he is a count.

If you want to get some one real mad ask "Fatty" Nolin where he got his rain coat.

One of our third hands on No. 2 Machine has something very interesting at Lewiston, Maine. Now I wonder what it is? Ask M. H. G. He goes down every two weeks.

Mr. Henry Beaudette spent two months in Canada lately and brought back his bride, formerly Miss Antoinette Spenard of St. Sophie, Canada.

One of our force, Mr. Murtagh, left for Manchester to improve his knowledge. We don't know just what he is going to take up, but anyway here's luck to you, Mike.

Mr. A. Bergeron, second hand in Bleachery, has purchased a five-passenger Dodge. Now for the big stories about hill climbing on high gear.

Harry Hayden, our efficient sign painter and air brush artist, has just returned from a vacation. He reports a swimming time, mostly on account of the weather.

Victor Brawn tells us that a motor-boat has nothing on a Ford when it comes to Aqua-Planeing. He has been trying it out for a week, and he knows.

We have a young fellow called Doc.,
Who got a terrible shock.
His car called a Lizzy
Refused to get busy,
Consequently Doc. had to walk.

Mr. James Bedard, Machine tender on 7 Wrapper, picked forty-one quarts of blackberries in seven hours on Sunday, Aug. 31st, and to prove it he took Mr. W. G. Marcou with him on Sept. 4th, and each picked fifteen quarts in five hours.

Mr. James Morgan has been promoted from "Broke" Supt. to sixth hand on No. 4 Machine. Mr. Morgan claims he has a girl that would make a good wife for a poor man, and if you ask him how does he know he says her mother said so.

There are several Amateur Fishermen about the Mill who would like to know what combination to use to come anywhere near the records set. 1st by B. Hayward with 75 lbs. of pick-erel in 15 min. And, 2nd, by E. Leeman with half a bushel of horn pout caught in an equal amount of time. They are both eligible to the Ananias Club, we will tell the world.

Your article "Watch the Car." Fine! Keep up the good work! It might help to wake up the authorities and make the highways safe for some of us who know how to drive, but hate to take our machines out to be smashed up by others.

How many drivers in this town know enough to keep to the right, not only at any intersection of the ways, but even on a straight road? Food for thought.

(Continued from page eight)

by both the Railroad Administration and the shippers and receivers of freight so that the nation's transportation service may be rendered with the greatest satisfaction possible under the circumstances.

"An unusually heavy grain and coal movement deferred repair and the construction of public highways in all sections of the country and the concentrated requirements of suddenly reviving business, combined with the usual transportation requirements at this time of the year, threaten a serious lack of transportation facilities unless all parties interested cooperate in securing the greatest possible utility from the existing limited transportation facilities.

"In this connection, attention is invited to the following extract from a recent public statement of the President:

"We have now got to do nothing less than bring our industries and our labor of every kind back to a normal basis after the greatest upheaval known to history, and the winter just ahead of us may bring suffering infinitely greater than the war brought upon us if we blunder or fail in the process. An admirable spirit of self-sacrifice, of patriotic devotion and of community action guided and inspired us while the fighting was on. We shall need all these now, and need them in a heightened degree, if we are to accomplish the first tasks of peace."

"The Railroad Administration will do its full part. The Car Service Section in Washington and the various regional organizations are striving earnestly to secure a fair and just distribution of the existing equipment as well as to meet the requirements of individual shippers. Of the 100,000 new freight cars which the Railroad Administration ordered constructed, 59,409 had been completed on September 13, and are now in service, and this number is being increased at the rate of over 900 each working day. Instructions have been issued to all Regional Directors to bend every effort to speed up road and yard movements, to secure heavier loading of equipment, to establish and maintain complete and accurate yard checks, to reduce the number of bad order cars, to make prompt delivery to connections, to effect early deliveries at freighthouses and teamtracks, to reduce the number of freight cars used in the transportation of company material and to expedite the movement of grain cars in terminals. The hours of labor of car shop employees have been increased and every

(Continued on page twelve)



BROWN CORPORATION



If you wish to hear some tall figures ask Tom Mack how much he wants for his dog "Thistle."

Mr. H. Gayly is now at La Tuque as an additional Chemist, assisting Mr. M. J. Ducuit in the Chemical Department.

Mr. George P. Abbott also spent a few days with us recently in connection with electrical matters.

If a breakfast is worth forty cents, how much a week does Cale Maxwell save the company by having the door of the dining room slam tight at seven A. M?

Mr. Bjorabend got safely back from his vacation in Europe on Aug. 30th looking "in the pink" although he reported some difficulty in getting a square meal over the water at times.

Steve Maloney and his crew are to have new quarters. These will be close to the old pipe shop and will also include accommodation for the storage of oil and grease.

Ed Moore chaperoned the Boarding Party to the Great Circus and had a great time, but the boys are still wondering why Ed got cold feet at side show No. 3.

Under the Brown Corporation's new insurance act some of the employees will be worth more dead than alive. Their wives appreciate the fact very much. Why live when you can make a thousand so easy?

An unusual incident occurred a few weeks back. While standing on the railway track a car of pulp caught fire and blazed fiercely for a short time, doing damage to the car and pulp to the extent of several hundred dollars.

Old Dave Washburn of Berlin came and fixed up part of our Turpentine Plant and renewed his acquaintance with the boys in the boarding house and then returned seemingly quite contented that his job was done and done well.

Mr. C. B. Bradley, otherwise known at La Tuque as "Pat," is back. Everyone extended the glad hand of welcome. We haven't had time to ascertain if he has got over the Hen fever or whether he has discovered a new receipt for a "dry mash."

A new concrete thirty-six inch sewer is being laid to take the place of the present twenty inch which will be inadequate for future requirements. The pipes are being made on the spot by the Raymond Cement Company.

It is always a pleasure to see Mr. F. W. Thompson of the Portland Office at La Tuque, not only on account of his general "bonhomie" but because his attitude is one of helpfulness rather than dictation.

That our firm is a good one to work for is further evidenced by the presence in La Tuque of Dr. Sharp of the Life Extension Institute, New York, who, at the Company's expense, has examined and reported on the condition and medical needs of a large number of our men. This kind of welfare work is worthy of the highest commendation. The men take this opportunity of voicing their thanks.

WAS THIS FRANK FABYAN?

"That man you just bowed to is an artist, isn't he?" asked the girl of her companion.

"Yes he is. You guessed it, I suppose, from his finely chiselled features?"

"No. I sniffed the turpentine."

Boston Post.

A big claim for the draw back of customs took Mr. R. Bartlett to Montreal for several weeks, but although there was a lot of work to it we think he enjoyed the change as he has quite a few old friends in the city.

Hurrah for the horses. Our horses are having new quarters in the barn which is being built on the edge of the Lumber Yard. The old barns were dark, inconvenient and unsanitary. A new barn will be better for the health of the horses and the removal of the old stables will help to take the flies further from the office buildings, also give some useful space in the Mill Yard.

Leslie Houldsworth, one of our popular boys, is going to gain some experience at Berlin, N. H., under Mr. George P. Abbott. Les is very fond of Jazz music and if there is a band of that sort at Berlin he will be found every evening in its vicinity—that is at least till he's made the acquaintance of some of the fair sex.

Experiments are being made with the residue of the lime passed through our process, to prove its use as a fertilizer. It is well known as a soil builder and as a corrective of acidity, lime and limestone are of great value. The lime we use along with other chemicals, reverts to the original limestone composition and if burnt again would become lime once more. Presumably the material could thus be used over and over ad infinitum, but fuel cost precludes this so the material is expected to be of considerable use as a fertilizer on sour and acid land.

La Tuque Mill continues to make progress in its course of evolutions which to some may seem very gradual but all the same is real and steadily pointing the right way. We can certainly make the stuff at La Tuque, but at times there is considerable difficulty in getting it away owing to shortage of cars. For a long period war requirements came in the way and just now all available cars are commandeered for the western grain traffic. So our pile is growing.

A week or two ago we shipped out every gallon of turpentine as customers were so pressing. We generally keep our own paint shop well supplied, but a day or two after the painter's foreman found his container quite empty and as our plant was in course of alteration and repair none could be had from the turpentine plant. A small quantity was obtained in the town but—the difference in price was just about \$2.00 a gallon. Whew! We will look after our paint shop next month.

The group insurance recently granted to the employees of the Brown Company at Berlin has now been granted to the employees of the Brown Corporation at La Tuque. This together with the 5 per cent. increase and the increase of 10 per cent. to take the place of the bonus, is greatly appreciated. The fact that a man by sticking to his job retains \$1000.00 insurance will do much toward curing "spring fever" or other forms of unrest.

SULPHITE MILL GAS

The big question just at present. Where was Olson a few weeks ago?

No man can truly estimate the true value of a woman or a gold mine; but thousands have gone broke trying to find out.

Mr. Joe McKinnon is enjoying what T. P. used to call, a nice rest, that is, he is tied up in his house in a dark room with eye trouble, but his early recovery is expected.

Mr. C. A. Martin is on a leave of absence to recuperate from a run-down condition and from letters received he is evidently rapidly regaining his usual health.

The Millwrights have been doing a great job in completely rebuilding two lines of 10 plate screens. Under hard working conditions the job was finished in two weeks.

Our storage pulp is being shipped rapidly and it will soon be in order to see if we can remove a storage building as quickly as we built it.

There are more of our boys back on the job after seeing the big job through "over there," and we're glad to see them back again.

Frank Collabelli, our office janitor, who has been with us for seven years, is going to leave us. He has accepted a position at the Readville Car Shops at Readville, Mass.

When you get to "reminiscing" look out, you're slipping. When the "good old days" are brighter than the new days just around the corner, it's time to take up a notch in your belt and get a new pair of glasses.

Joe Rochford, one of our Pipers, has a seven-cylinder model X Studebaker car. He left Pontook at 7.10 the other morning and was at the City Hall at 7.25. If you don't believe it ask Lyman.

Young Cadoret, Fred Snyder's Assistant, is quite a whistler. Some one asked him one day last week how he did it. "Aw," said the whistler, "just make a hole in your face and push."

Chas. Thayer of Engineering Dept. B says—"When I was a youngster it tickled me to death to have the barber ask me if I wanted a shave. Now he flatters me by asking me how I'll have my hair parted."

We might suggest that the Bulletin box in the time office is intended for contributions to the paper and not for U. S. Mail. A letter addressed to someone in Canada was recently found in it and was forwarded by mail.

"Doc" Gifford saw Bernard Preo and a lady on the car the other night.

"Who's that," sez Doc.

"Why, that's Preo, the Berlin Baseball Catcher," sez his friend.

"Who's that with him," sez Doc, "the Pitcher?"

"Why, no, that's Frances, the stenog. at the Sulphite Mill," sez his friend.

"Gee, I thought it must be the pitcher," sez Doc, "by the signs and motions she is making at him."

HERE'S A GOOD ONE

Has any study or investigation been made to find out the underlying causes of the nearly universal disinclination to get out of bed in the morning?

Note—Ask Mr. Fagan.

We hear that Mr. Louis Brunelle of the Screen Room will be married soon. Mr. Brunelle has had his hair cut already and is preparing for a honeymoon trip to Laconia, N. H. We all think that he has made a good choice and wish to remind him not to stay away too long as it would be unfair to cause the plant to shut down.

Andrew Carnegie Flynn of the Sulphite Gage Department started out to spend his Labor Day week end in Old Orchard, but for some reason or other he went right through to Medford, Mass.—we learned later.

That is one detriment of a vacation spent at the beach. You always get acquainted with a girl who lives too far away to see her twice a week.

A COL(E)D ANGEL

Miss Gillis—"You know my ancestor was a real fellow. Queen Elizabeth touched him on the shoulder with a sword and made him a Knight."

Cole—"That's nothing; my Great-great-grandfather was an Englishman, too. After he'd been in America for a couple months an Indian touched him on the head with a tomahawk and made him an angel."

Note—Miss Gillis is still unconscious.

When it comes to speed you've got to hand it to "Cy" Hayes, of the Engineering Department. When "Cy" left here a couple weeks ago for Boston to spend his vacation and whatever loose change he had accumulated he was a genuine woman hater. Then in one week he not only changed his views regarding the fair sex but it looks as if he were planning to change the name of one of Roxbury's fair young daughters to Mrs. Hayes. Now "Cy" is wearing the "smile that won't come off" and we don't blame him for she certainly is a "queen" for looks. Congratulations, "Cy!"

CHEMICAL MILL NOTES

Erick Holt surprised his friends by having a haircut. Some pompadour! The very latest.

Joe Rabichaud of the Chemical Mill has purchased a haircut which seldom happens.

Karl J. Johnson has changed his old car for a new one. Sporty kid, eh?

There will be a daily exhibition of wild and balky animal feats at the Chemical Mill from 8 to 5—that is, unless they get a new driver for the ash wagon.

Mr. J. A. Fogarty left Sept. 20th for Chicago to attend the National Chemical Exposition.

Carl Johnson, A. W. O'Connell and M. H. Griffin went to Canaan, Vt. last Friday as the Chemical Mill supporters of the Berlin Baseball Team. They report a good trip.

(Continued on page twelve)

(Continued from page nine)

effort is being made, both in railroad shops and in the shops of private concerns to whom the work is being let out, to reduce the number of bad order cars.

"I earnestly urge all shippers and receivers of freight to redouble their efforts to promote freight car efficiency.

"Shippers of freight can assist:

1. By loading all cars to full visible or carrying capacity.
2. By prompt loading and release to the carrier.
3. By ordering cars only when actually required.
4. By eliminating the use of railway equipment in trap or transfer service when tonnage can be handled by motor truck or wagon.
5. By reducing the diversion and reconsignment of cars to a minimum.

"Receivers of freight can assist:

1. By prompt unloading of cars and notice thereof to the carrier.
2. By ordering goods in quantities representing the full safe carrying capacity of cars and disregarding trade units.
3. By ordering from the nearest available source.
4. By pooling orders so as to secure full car load.

"A resumption of intensive loading will not merely reduce the number of cars under load, but will also relieve congested terminals where it is a question of track room rather than of equipment.

"With a strong concerted effort on the part of the Railroad Administration and the shippers and receivers of freight, it is hoped that during the period of abnormally heavy traffic with which we are now confronted the nation's transportation needs may be met with reasonable satisfaction to all parties.

"I earnestly ask the continued and even more effective cooperation of all shippers and receivers of freight."

SULPHITE MILL NOTES

The following items found in the boxes suggest that we should have a permanent column for such notices. We are going to place a box in the Chemical Mill especially for these items.

Mr. Walter Hill left Sept. 21st on an auto trip for Baltimore, Washington and all the intermediate points. Mr. "Bob" Briggs, General Publicity Agent for the Brown Bulletin, accompanied him. We expect that the high cost of living, the League of Nations and several other weighty affairs now in suspension at Washington will be cleared up on their arrival there. It is stated that Mr. Wilson regrets that he will be unable to meet them on their arrival, but offers them the freedom of the City. (Why not? It doesn't cost anything.)

Alfred Mackay and Colonel Berwick were in Gorham Tuesday.

A South Orrington Fox Hunt

If I had a million dollars and had money all galore,
No music would be better than to hear the fox hound roar,
I'd go and see old Rogers, who would turn and twist his mouth,
Then question if the weather-vane is pointing towards the south.

And if 'twas so he'd say to me: "You wait a bit, by gum,
I'll go into the kitchen and get out my old shot gun."

We'd wander down the mill hill and o'er the raging crick,
Up by the old Ben Baker place amarching double quick.
And when we reach the Rider House I'd say to him, "By Jove,
I'll start one on the hill if you will nail him in the cove."
Then away would go old Rogers down by the Billington Spring;
I'd take the chain off Hunter and he'd go off with a bing.

'Twas fun to see him clear the fence with but a single bound;
There are many, many dogs today but none like that old hound.
Then I would go and take my place beside the old stonewall;
I'd not have to listen long ere I'd hear the old hound call,
The best of sweetest music and it gave me many a thrill
To hear my hound abaying on the top of old Bald Hill.

They are up around the landmark now, then down by old Sand Hole,

Now up around the ledges where they break off steep and bold.
It is here old Reynard tries his tricks, he jumps from rock to rock,

With the old hound right behind him running steady as a clock.
The sly old fox would turn and twist and try to break his trail,
But the old dog's right behind him as if tied onto his tail.

He is running now to save his fur, but he'll have to go, by Jove,
With old Hunter right behind him and old Roger at the cove.
Then, hark! they're coming my way now, I hear the old dog call.

I get myself together quick beside the old stonewall,
I take quick aim, BANG goes the gun, the leaden pellets fly,
Old Reynard simply turns his head and then goes rushing by.

I stand there then amuttering and talking very loud,
For when I missed old Reynard I was anything but proud.
I plainly saw to my disgust, as Hunter passed me by,
A rapid glance of great disdain in the corner of his eye;
Away they go through thick pine woods, and where they used to be,

Then swept across the Conant field and by the apple tree.

Down through Art Stousland's pasture and up across the run,
Then, hark! what noise is that I hear? It is old Rogers' gun.
I leave my place by old stonewall and wander down that way.
I know for sure he's got it when the old hound stops his bay.
The good old days are past and gone, the happy times gone by,
When Roger used to tell me tales of Sam and Eben Nye.

How they would hunt the sturdy deer, the coons and foxes too,
And all the interesting tales of what they used to do.
Old Hunter, too, has passed away, these many, many years,
And oft times when I think of him it almost brings the tears.
He left my home one morning, 'twas in the month of May,
Someone, whose name I leave as blank, shot his poor life away.

Som men are like war matches. It takes a dozen to do a job
that it was intended one should do effectively.