

Kimberly-Clark Operates 88 Plants in 28 Countries

Kimberly - Clark Pulp and Paper Company Limited is a part of the world-wide Kimberly-Clark Corporation that was established in 1872 and presently operates 88 plants in 28 countries of the world.

Finished products of the parent corporation are divided into two main divisions: Consumer products that include Kleenex facial tissues and towels, feminine sanitary products, Delsey toilet tissue and similar items; and industrial products that are numbered in the hundreds, some of which are fine writing papers and envelopes, book and magazine papers, newsprint, filters, cigarette and condenser papers, non-woven materials and lumber.

The Company has two main departments, a Mill Department at Terrace Bay and the Woodlands Department at Longlac, both controlled from the Canadian head office in Toronto. The Terrace Bay Mill produces bleached sulphate pulp that is sent to several of the Company mills in Canada and the United States for conversion into a wide variety of pulp and paper products. Its supply of pulpwood is produced by the Woodlands Department at Longlac.

The gross limit area is just under 7,500 square miles, of which 5,426 square miles are capable of growing wood in merchantable quantities. Except for two isolated townships, the Limit is in one block extending northward from Lake Superior for a distance of approximately 125 miles.

BEGAN IN 1937

The Company started its Woodlands operations in Longlac the autumn of 1937 as one of four partners in the Pulpwood Supply Company Limited. In 1947 Kimberly-Clark bought out its three partners and the operation continued under the name of the Long-Lac Pulp and Paper Company Limited, which in 1957 was changed to Kimberly-Clark Pulp and Paper Company Limited. Wood produced in the period 1937-1947 was exported. In November, 1948 the Company completed the construction of a pulp mill and town at Terrace Bay. The Mill was rated at 272 tons per day when it started operation Nov. 12, 1948, but through improvements production now averages more than 400 tons per day.

The woods operations have evolved since the fall of 1937 through the cutting of 4-foot and 8-foot wood on strips, horse skidding 16-foot wood, to the present method of hauling tree length wood to two fixed slashers, one at Terrace Bay and the other at Longlac, and a mobile slasher for the production of sawlogs, veneer bolts and tie bolts.

Present production consists of the annual cut of 250,000 cords of pulpwood, plus 50,000 cords of special products, chief of which are sawlogs, veneer bolts (softwood, poplar and birch) for the local Weldwood of Canada plywood plant, and a few hundred cords each year of piling, poles and mine timbers.

to ensure that in all operational planning, forestry requirements are fully considered.

Tree improvement through natural selection has been taking place since the last glaciers retreated from the area several thousands of years ago. To make sure that the good genealogical characteristics of these better stands are perpetuated, three seed orchards have been established:

(a) a clonal orchard made up of scion grafts from superior trees growing on the Limit;

(b) an orchard made up of the most promising seedlings from each year's crop at the Nursery;

(c) a natural stand of better than average spruce.

Many schemes to improve the natural productivity of the forest have been experimented with, including the fertilization of stands to induce faster growth. Some practices currently used on an operational basis, in addition to the annual planting of 1½ million trees, are prescribed burning for site preparation (carried out by the Department of Lands and Forests) and aerial spraying with chemical silvicides as site preparation and for the release of plantations and natural young stands.

Although this brief account stresses the part played by the Operating and Forestry sections, they could not function without the strong support of the Industrial Relations, Accounting, Warehousing, and Plant and Equipment Depart-

Railway Dental Cars Visiting Communities

The Ontario Department of Health is entering its 38th season of bringing dental care to pre-school and school children in those remote communities in Northern Ontario where no other dental service is available within distances of 50 to 100 miles.

This service is accomplished through the use of two railway dental cars, believed to be the only two such cars in operation in the world. The first railway dental car was developed in 1931, in co-operation with the Canadian Pacific Railway, and the second car was put into operation in 1952 through the joint efforts of the Ontario government and the Canadian National Railway.

Each of the railway companies provided a Pullman car as a basis for constructing a complete dental clinic and living quarters for the dental staff.

The government paid for the capital cost of renovations

to the cars. The railways take care of ordinary maintenance on the cars.

The government pays the salaries of the dentist and the dental assistant, his wife. All dental equipment and supplies are provided by the Northern Ontario Public Health Service.

The dental service, given at no direct cost to pre-school and school children in remote localities of Northern Ontario, is a complete preventive and treatment dental care program. The children are instructed in good tooth-brushing methods and careful advice is given to the children and their parents about the use of good foods for better health.

Basic dental treatment is provided for the children, using efficient high-speed cutting instruments and the most recent techniques.

All the children in a community are eligible for the dental service which is pro-

vided without a means test. This classifies the service as a health service rather than a welfare service.

Since there are many remote communities requiring dental care, only a limited service can be provided by the railway dental car. Most urgent treatment must be done first.

Usually the dentist examines the school children at the school and determines which pupils require immediate attention. At the same time, cards are prepared showing the oral health of each child. These notices are sent home and the parents have the opportunity to ask for the service by signing the card.

This co-operative service involving the Department of Health, the two major Canadian railways and school officials makes possible the provision of essential dental health care to many hundreds of children each year in isolated parts of the province.

DEVELOPMENT ENGINEER

While operating as efficiently as possible in the present, strong, world-wide competition requires that methods be constantly improved. To this end the Company has a Development Engineer who keeps in touch with new ideas and practices throughout the world and regularly works at the problem, with the help of all others on the management team, of how to improve current practices or replace them with better ones.

For a small community of 1,330 persons (plus 500 Indian citizens adjacent to the village), Longlac is well served with varied facilities. It is a junction point on the trans-continental line of the Canadian National Railway and is on the first trans-Canada highway, the fully paved Highway 11. It has two churches, two elementary schools (total of 14 rooms) and an excellent public library.

In the adjacent Indian community there is also a church and a four-room elementary school. Children of high school age are taken by bus each day to the 30-room Geraldton Composite High School. A local infirmary staffed with a medical doctor, dentist and nurse and a new (1963) 46-bed hospital in Geraldton, served by three local physicians (including the one who serves Longlac Infirmary), take care of those who need medical attention. The community has good banking service, Ontario Hydro, natural gas, propane gas, municipal garbage pickup, water and sewer in much of the town, and is well served by stores, repair garages and similar facilities. Since May, 1966 it has had a new secondary industry in the Weldwood of Canada plywood plant, which has 115 employees. In the village there are several service and fraternal organizations, the more active of which are the Royal Canadian Legion, Lions Club, Loyal Order of Moose and the Knights of Columbus. In addition to these there are various other groups in the district in which Longlac citizens participate.

The foundation for the present method of operation is an extensive network of privately built first-class Company roads, a good VHF radio system that keeps all operators in immediate contact with each other and with Headquarters and the commuter system (first instituted by the Company in 1945 and actively developed since that time) which allows the men of our out of the five production units to be home with their families each night.

The Directors of the Company recognized early that good forestry practice and efficient operations required a well planned high-grade road system and such has been developed and is being extended as required. This system of private roads, with a couple of exceptions in the interest of safety, has been freely available to the public since its beginning. Apart from its major purpose of aiding fire protection, supervision, extraction and the practice of good forestry, it has permitted better use of the forest for hunting, fishing and other outdoor recreation. Two Company camping areas, each with 14 camp sites, have been developed with boat launching ramps, picnic tables, fireplaces, firewood, toilets, garbage cans, etc., and these are provided and maintained at no charge to the tourists who use them.

They also appreciated that wood was a renewable resource and that the long-term survival of their plants depended on a continuous supply of high quality material. At Longlac, the first tree plantings were made in 1950 and a Company tree nursery was established in 1951. Including the fall planting of 1968, the Company has planted 18,977,500 trees (2-2 spruce and 2-0 jackpine). Until the end of 1962 this work was done voluntarily and entirely at Company cost. Since the spring of 1963 the Ontario Government has assumed the major share of the cost.

Present staff includes 151 professional foresters assisted by two forestry technologists

Of the merchantable area about 42 per cent is high ground and the balance spruce swamp. The southern 40 miles or so is marked by rough topography and much rock outcrop, some of it in sheer cliffs 200 to 300 feet in height. The central and northern portions of the Limit vary from gently rolling to flat and swampy. In the period 1937-38 the Ontario government diverted to Lake Superior water that normally flowed to James Bay. This permitted the erection of a power plant near Terrace Bay developing 70,000 h.p. of electricity and a further production of power at Niagara Falls. The diversion also made possible the water transport of wood from Longlac to the Company's mill near Lake Superior, and for this service, the Company contributed to the cost of the development.

The Limit is owned by the Province of Ontario and is commonly referred to as Crown Land. All logging activity is subject to permit and surveillance by Crown officers. Payment is made to the Province of Ontario on each productive acre for ground rent and fire tax and on each cord of wood cut. Rental is paid on all Company roads, storage grounds and similar areas.

The Woodlands Department's responsibility is to supply the pulp mill at Terrace Bay with its pulpwood requirements, and to operate a sawmill at Longlac, furnish softwood and poplar veneer bolts for the Weldwood of Canada plant at Longlac, and to produce other special products such as poles, piling, railway ties and mine timbers as available and as required by the market. To meet this objective on a continuous basis requires the management of a large wilderness area and involves exploration, mapping, planning, road building, cutting, delivering and assurance of the continued productivity of the land through a dynamic regeneration program and a work force trained in fire prevention and suppression in addition to its normal duties of wood production and delivery.