

The scope of the forest-stand improvement measures, and the harvesting of dead timber, could be considerably expanded, if completion of the already-planned network of forest access roads on public lands were to be accelerated. No estimates of costs and benefits with respect to an expanded road network are available to us. We would hazard a guess that an additional 0.5 billion board feet per year, beyond above estimates, could be obtained for annual expenses of \$5 million per year for road maintenance and forest management in these presently inaccessible areas, and a one-time investment of \$50-\$100 million for roads. The value of this timber, in domestic terms, easily could approach \$20 million per year.

A fertilizer program could increase timber yields per acre by as much as forty percent on an average tract, according to expert opinion. Available data suggest that log prices may be approaching a level at which use of fertilizer is profitable on a purely commercial basis. The size of the potential increase in yield suggests that very serious consideration be given the immediate implementation for Federal forests of such a program, and further, that ways of encouraging use of fertilizer on private lands be examined. This latter point could possibly include expansion of the Forestry Extension Service's "in-depth" programs, and adequate tax offsets. A fertilizer program merits consideration as a balance-of-payments measure, even if on purely commercial grounds it should not at present be fully justified.

All of the above measures have the advantage of being within the present framework of Federal timber management policies.

The net increase in harvestable timber could easily be in the range of 1.0 to 2.0 billion board feet (log scale) a year -- enough to deal with the problem immediately at hand. However, the expected growth in the Japanese economy, and in Japanese timber needs, in two years time might again be pressing against these expanded supply possibilities.

The increased yields set forth above pertain to Federally-owned timberlands. But much of the high quality