

Senator MORSE. We will do some scanning of it as you go along because the committee members want to make sure we cover the statement while you are here.

Mr. RASMUSSEN. I will point out the places where I skip. On the first page, I would like to start with the third paragraph.

Before proceeding further, there are several observations which I would like to make. We administer the western Oregon timber management program under the Oregon-California Railroad Act of August 28, 1937 (50 Stat. 874). This farsighted legislation provides that the O. & C. forest land shall be managed for both sustained yield and multiple use purposes. Namely:

These lands . . . shall be managed . . . for permanent forest production, and the timber thereon shall be sold, cut and removed in conformity with the principle of sustained yield for the purpose of providing a permanent source of timber supply, protecting watersheds, regulating streamflow, and contributing to the economic stability of local communities and industries, and providing recreational facilities.

There is some history which should be cited at this point. The 1937 act, envisioned a meshing of public and private timber to attain a sustained yield output. In 1944, the Bureau of Land Management started creating marketing areas in western Oregon. There were 12 created, after extensive public hearings. These required primary processing, that is, breaking down the log into lumber, plywood or some other product in a defined local area. These marketing areas continued until 1956. During congressional hearings held in 1955, substantial opposition was expressed by members of the industry to the continuation of the marketing areas. The principal arguments were that the boundaries set up barriers to the logical flow of timber. The Bureau recognized that these barriers were illogical. The Forest Service timber was unregulated. The State timber was unregulated. The private timber was unregulated. The O. & C. timber, of and by itself, being held within each of its 12 marketing areas, could not produce the kind of stability that was envisioned when they were created.

So that wise choices are made for contributing to the economic stability of local communities and industry, Bureau of Land Management for over 30 years has followed the practice of developing its policies and plans with the advice of the O. & C. Advisory Board and through discussion with the Association of O. & C. Counties, conservation groups and the general public. We are fortunate that one of the principal sponsors of the Oregon-California Railroad Act, Mr. David T. Mason, is still an active member of our O. & C. Advisory Board.

This partnership with the people of Oregon has resulted in solid support of sustained yield forest management principles tempered by the need to provide other beneficial returns through multiple use management.

A series of very serious disruptions in orderly forest management have occurred in recent years. The 1962 Columbus Day windstorm overturned and damaged over 1.138 billion board feet of BLM timber in western Oregon.

Again, during the Christmas week of 1964 another disaster struck western Oregon. Unprecedented floods and high water destroyed forest access roads and bridges. Over 1,000 miles of access roads used by BLM timber operations were damaged or destroyed, and about 75 bridges and large culverts were washed out or badly damaged. Prompt action