

As timber access roads have been built, however, the contribution of the national forests to our annual timber harvest has been improving steadily as the record of the last decade reveals.

In Washington the national forests have in the last decade doubled their contribution to the annual timber harvest in some years and overall are playing a significantly greater role in the State's economy (table 3<sup>2</sup>).

In Oregon the national forests doubled their contribution to the annual timber harvest from 1957 to 1966 and overall are also playing a very significant role in the State's economy (table 4<sup>3</sup>).

The full allowable cut was attained on the national forests of Washington for the first time in 1963. The full allowable cut was attained on the national forests of Oregon for the first time in 1959. Never before had the Forest Service been able to achieve its sustained yield goal of forest management. Primary reason for previous failure to meet this desirable objective for our economy was lack of timber access roads.

Table 5<sup>4</sup> shows the rising trend of both allocations of appropriated road money and the 10 percent road and trail fund which have greatly increased the potential of the national forests in our region to harvest their full allowable cut and thus make a maximum contribution to employment.

But table 6<sup>5</sup> shows the major share of the roads have been built by purchasers as part of their national forest timber sale contracts in the last decade.

To put the making of our Federal forests accessible for management in proper perspective let me say that the forest industry is the country's fourth largest. We employ more than 1.5 million people, pay wages of \$7½ billion annually and add more than \$30 billion to the GNP. About one-fourth of our raw material comes from Federal lands, so Government forests directly provide more than one-third of a million jobs. And the key is roads.

Testimony before your committee has been that more timber access roads in Federal forests are still needed to allow the agencies to do a better job of forestry and increase the annual timber harvest. Your committee has often stated the Nation should realize full value from its Federal forests. We ask that the Forest Service and the Bureau of Land Management channel the funds authorized by the pending bill and their road construction efforts to making the maximum amount of commercial timber accessible for harvest and use.

These agencies should be reminded that it is the declared policy of Congress that Federal timber offered for sale should not bear any more of the road costs on multiple-use roads than is properly attributable to timber harvest and haul. This means that in many instances it will be necessary to use appropriated funds to supplement the construction of roads installed by timber purchasers.

In these times of national fiscal crises this Congress cannot in good conscience be asked to authorize appropriations of this magnitude by this committee without insisting that priority be given to financing roads that will return their costs to the Treasury. Timber access road authorization is one of the few cases where the Government is operating a huge commercial business. The citizens of our country are the proprietors of Federal commercial forest lands totaling 113 million

<sup>2</sup> See p. 349.

<sup>3</sup> See p. 350.

<sup>4</sup> See p. 350.

<sup>5</sup> See p. 351.