

An interesting figure about the National Forests of California is that one out of every five acres is in a National Forest. Of these, about one-half of the area of National Forests is in my Second District. Much of the population of my District depends upon them for support. Timber, mining, recreation, fish and wildlife, and grazing are the principal resources which contribute to our economy. You can well understand my interest, therefore, in extending and bettering the road system in these National Forests.

These roads, which we are considering at the moment, are essential to provide the access to the National Forests for the many uses which our forest roads are put to in accordance with the very outstanding concept of multiple use which Congress has stipulated shall be followed in the operation and management of our National Forest lands. The backbone industry of my Congressional District and the principal source of revenue to the National Forests, which makes this agency one of the more nearly self-supporting agencies of the Federal Government, is timber management. In my own Congressional District, timber sale revenues last fiscal year totaled \$23,000,000. All the other uses of the National Forests added only \$1,000,000 more to the total revenues, so you can see the importance of wise timber management, including harvest of the full allowable cut. We cannot achieve this goal without an adequate access system such as is provided by these relatively inexpensive forest roads.

As you well know, substantial portions of forest revenue are returned to the counties for school and road purposes. This amounted last year in California to approximately six and one half million dollars. It is obvious, therefore, that we must have adequate access if we are to continue to meet our obligations to our people.

In addition, our forests provide the highly sought after sugar pine, ponderosa pine, Douglas fir, and Shasta fir which are found in the National market place. Whereas, the people of my District profit by manufacture of primary products—lumber, plywood, and pulp; for every dollar of local manufacturing cost, I am told, about \$20 are added before the product reaches its final destination. These dollars include finishing, secondary manufacture, transportation, merchandising, and the carpentry required to place it in your home or industrial plant.

I am well aware of the financial situation of the country and the need for economy in Government, but I feel that investment in transportation facilities is a wise investment rather than an expenditure. According to the annual report of the Chief of the Forest Service, the receipts to the Treasury in 1967 totalled \$246 million from National Forest programs. This did not include other values like prevention of siltation of streams and reservoirs, fire protection, natural beauty, mining, and much of the forest-type recreation which I shall go on to explain.

Our forests provide a unique type of outdoor recreation. We have both the congested type and the dispersed type. At Lake Tahoe we annually have over 2 million visitors in National Forest campgrounds, information centers, beaches and other facilities. But elsewhere we have a system of roads and trails which are extensive. We also have wilderness areas. We refer to this dispersed recreation as "forest type" recreation as opposed to that which is centered around points of national interest. This is where tired minds can be refurbished in the quietness of the open spaces. This unique type of recreation can be ruined unless we provide more roads and trails to disperse the users. This recreation is a national asset. There are as many outside license plates as there are California ones to be seen in these areas.

I recommend that the present level of authorization for forest development roads and trails be maintained. The level in the 1966 Act is \$170 million annually.

Also, I want to point out the paltry state of forest highway authorizations. This has remained at \$33 million for several years. This constitutes an actual decrease of 5% in effectiveness each year on account of less purchasing power of the dollar. The highway associations have recommended an increase in this amount to \$85 million, which I support. Even at this level it would take about 100 years to complete the forest highway system. These are the main routes of public travel through the National Forests as distinguished from the development roads which they serve.