

forests. In many national forests in the East the basic road systems have been in use since before the establishment of the forests. The roads were constructed for the horse and wagon days and served that era well; but, those days have long since gone. It is time that the needs for reconstructing these roads be emphasized. The national forests in the East are being called upon more and more to respond to the challenge and needs of the American people.

When new and reconstructed recreational facilities are funded, it usually means that new or reconstructed roads must be planned concurrently to take care of the increased amounts of traffic. The public needs better roads to get into many forest areas than are presently provided. Many areas of the national forests are in effect, "locked-up" because of inadequate access. These poorly-accessible areas are near the communities of two-thirds of our population.

The days have passed when we could point to small amounts of traffic and say that these narrow, rough, dusty roads are satisfactory for these areas that sometimes are many miles from main highways. We need to coordinate road needs with recreation needs. When we plan and talk about some of the new recreation and outdoor education opportunities made possible by reservoirs, national recreation areas, or areas such as the Outdoor Patterns for People Demonstration Area in Virginia, we must realize that we are also talking about the need to develop a road system to get people—lots of people—safely to and from these areas.

I would like to cite that by using the Bureau of Outdoor Recreation's Visitor Day measure of recreation use, the national forests in the East represent more than 20 percent of the recreation use in the national forests. This more than 20 percent use becomes more significant when we consider that this use is occurring on less than 13 percent of the area of all the national forests.

Now, I want to add a few comments about roads to meet timber needs in the eastern national forests. I mentioned earlier that a road system of sorts usually exists. This road system has been satisfactory while the forested lands were under custodial management. We are on the threshold of realizing great benefits from these endeavors.

I think that, too often, the emphasis has been placed upon building new roads into inaccessible areas. We have these inaccessible areas in the East too, but our greatest need is to rebuild some of our existing roads and to build new roads into areas which have been and will continue to be inefficiently and uneconomically logged unless more and better roads are built. Road costs are too often replaced by very high skidding and hauling costs. Many roads can be constructed and reconstructed as a capital investment which will return the money to the Treasury plus a very attractive rate of interest. This is becoming more and more predominant as the quality of our eastern timber stands have improved and will continue to improve because of timber stand improvement work which has been, and is being carried forward in these national forests. I might add that my feelings about specific roads to meet timber needs are that too often other uses and needs for these roads are overshadowed. The full story is often not told about the additional and very significant use by recreationists, and for general administration which includes rapid access for controlling fires, and of course, use by the rural residents living in the national forest areas.

In supporting the forest development roads and trails, I want to point out that it is important for these roads I have been talking about to tie in with a well-planned forest highway system.

We cannot let ourselves believe that the need for forest highways is unique with the national forests of the West. Many do not realize that almost 49 percent of all the forest highways are in the East. The problem is high-lighted, of course, in that even with 49 percent of the forest highway mileage, our percentage of the funds available is just slightly over 11 percent.

Thank you Mr. Chairman for permitting me to explain some of the reasons why I feel that the forest highway and forest development road and trails authorizations should be supported. I believe that these authorizations should not be lower than the levels of the 1966 Federal-Aid Highway Act.

STATEMENT OF HON. CORNELIUS E. GALLAGHER, A REPRESENTATIVE IN CONGRESS
FROM THE STATE OF NEW JERSEY

Mr. Chairman: I appreciate the opportunity to appear today before this distinguished subcommittee, I have with me a statement from the very able and respected mayor of Elizabeth, New Jersey, Thomas G. Dunn. Mayor Dunn has