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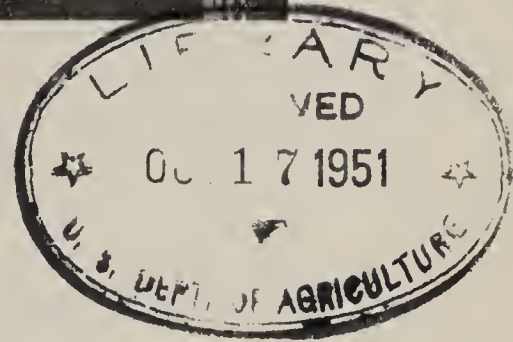
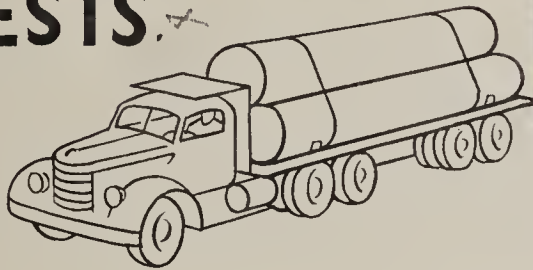
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/ **MORE TIMBER
FROM NATIONAL
FORESTS.**



Unused Each Year: Two Billion Board Feet of Timber

The Nation needs vast quantities of forest products for defense, for industry, for home building, for paper pulp—for a thousand and one uses at home and abroad. That raises an important question:

How can we increase our timber harvest without damaging our forests?

The tendency is to cut trees where they're easy to get. In the meantime, other trees back in the mountains, beyond the reach of logging roads, are not being harvested. These old trees are over-mature and need cutting. They have reached their full growth and are standing unused.

This condition exists on many areas of the National Forests, especially in the Western States. It is due mainly to a lack of logging roads. There is simply no way at present to get the timber cut. It's in the back country where no logging roads reach.

Six billion board feet of timber could be cut from the National Forests every year for all time to come. Instead, the cut is only four billion board feet. Result: two billion board feet of cutting capacity remains unused each year. It's lost to national defense, to industry, and to the home builder.

Two billion board feet of timber doesn't have much meaning unless you know that it would build 200,000 five-room frame homes. It would house all the people who live in Denver!

How Many Miles of Logging Roads Are Needed?

The Forest Service has mapped out a program which would call for the building of 4,555 miles of main logging roads during the next five years. Most of these roads would be built in the "big timber" country of the Far West. These new roads would not complete the logging system needed on National Forests, but they would take care of immediate needs for the main roads. Private operators will build the supplementing spur roads under their timber purchase contracts with the Forest Service.

Since the roads would penetrate mountainous country, the construction cost for the 4,555 miles of main logging roads at current prices would run around \$20,000,000 a year over a five-year period. But, spread over the amount of timber which will move over the roads, the cost would be moderate.

Is the Nation Justified in Building These Logging Roads?

Every citizen in these critical days may properly ask: Can we justify spending so much for logging roads?

The answer is definitely "Yes." If timber contractors could reach the mature trees that are now too far from roads to be harvested, the cut from National Forests would be increased by two billion board feet each year. The sale of two billion board feet of timber at current stumpage prices would bring into the Treasury about \$20,000,000 a year.

At present prices, timber hauled over the roads would pay for the cost of construction in less than six years, after allowing for the cost of administering the timber sale business.

Remember, too, that we would make more timber available for our national supply. We would strengthen the Nation's defenses. We would ease some of the pressure for cutting in excess of sustained yield on private forest land.

Let's Take a Closer Look at the National Timber Problem

The United States used more lumber in 1950 than during any year since the war boom year of 1942, when 60 percent of all lumber went into military channels. Our defense needs are certain to rise. If the present emergency explodes into a global war, the demand for forest products will skyrocket.

World War II proved that wood is as essential as steel, aluminum, or coal. During the four-year period from 1942 to 1945, the armed forces used approximately 101 billion board feet of lumber. This was enough lumber to house one-fourth of all the people who lived in this country in 1940.

Unfortunately, our total lumber stocks on hand at present are only about 10 billion board feet. At the beginning of World War II, we had nearly twice this much lumber in our stockpiles.

Experience Proves the Need for Logging Roads

There is nothing new in the idea that logging roads may be built on National Forests with public funds. The Government has built many miles of National Forest roads. Even when a logging contractor builds his own access roads, the Government actually pays for the roads because it is one of the costs which must be charged against the value of the timber. In other words, Uncle Sam gets less for his timber if the contractor has to build the road.

But the best proof of the value of logging roads is to cite actual cases. Here are three:

(1) Beginning in 1943, 35 miles of road were built on the Ochoco National Forest, Crook County, Oreg., at a cost of \$345,000. By the end of 1948, timber worth \$737,000 on the stump had been hauled over this road. This road will pay for itself many times over.

(2) The 9.7-mile Emery Creek Road was completed in 1945 on the Flathead National Forest of Montana at a cost of \$43,370. No trees had been harvested in this area before the road was built, but by December 1947 more than 24 million board feet of timber had been hauled over the new road. The timber brought \$97,772 into the Treasury, or more than twice the cost of the road.

(3) A 4-1/2-mile road costing \$152,600 was built in 1943-44 on the Tahoe National Forest of California. In three years, timber that sold for \$218,000 on the stump was hauled over this road.

How New Logging Roads Would Pay Off in Western Forests

Roughly one-third of all saw timber in the United States is on National Forests, and most of the National Forest saw timber exists in the untapped stands of the Far West. Let's consider two of these areas--one in Oregon, the other in California.

(1) The North Umpqua Working Circle on the Umpqua National Forest of Oregon contains 8.6 billion board feet of timber, nearly

all of which is still untapped by main logging roads. Timber contractors are now cutting and hauling out 25 million board feet of logs each year, worth about \$500,000 on the stump.

Eighty miles of logging roads are needed to bring the area into full production. It would cost about \$4,000,000 to build 80 miles of road, but loggers could then harvest 115 million board feet of timber each year. At present prices, this timber would have a stumpage value of \$2,300,000, an increase of \$1,800,000 over the amount now received in annual timber sales from the North Umpqua Working Circle.

(2) The Klamath National Forest in Siskiyou County, Calif., could produce 160 million board feet of timber each year if the stands were cut to full capacity. During 1950, however, only 18.3 million board feet was cut. Unless the present system of access roads is extended, it will not be possible to cut timber at a rate approaching the potential yield.

What would it mean in dollars and cents if 160 million board feet of timber were harvested each year on the Klamath National Forest? At present prices, the timber would bring a return of \$914,000 each year to the Treasury as compared with \$182,795 received from the sale of timber in 1950. Mill workers who convert the timber into rough greenlumber would be paid approximately \$2,400,000 a year. Other workers who manufacture the rough lumber into market products would get about \$4,800,000 a year.

The building of these roads would not only bring more revenue to the Treasury; it would also benefit thousands who depend upon the lumber industry for their livelihood.

To Sum It All Up

1. The building of 4,555 miles of access roads on National Forests would make it possible to harvest an additional two billion board feet of timber each year.

2. This extra timber would strengthen the Nation's defenses. If more access roads are built now, the Nation will have an added stockpile of standing timber that could be brought quickly to sawmills.

3. At current stumpage prices, this extra timber would yield \$20,000,000 to the Treasury each year.

4. The Treasury would disburse an additional \$5,000,000 to State treasuries each year. The law provides that one-fourth of all National Forest receipts are returned to States for distribution to counties having National Forest land. The money is used for public schools and public roads.

5. The building of more access roads on National Forests would take some of the strain off privately owned forest land.

6. More access roads on National Forests would provide better protection against losses from fire, disease, and insects. Fire crews could move much faster over graded roads than across country. Insect-control crews could treat infested trees more easily, and loggers could salvage insect-damaged timber.

7. Government-built roads make National Forest timber available to more logging contractors. Loggers who lack financial resources, construction equipment, or road-building skill cannot bid on a timber sale that requires the building of a main access road. In effect, Government-built roads stimulate bidding, and Uncle Sam often gets a higher price for the timber.

8. The stability of many communities which have grown up around sawmills cutting private timber is now heavily dependent on National Forest timber. Access roads will make it possible to use the full cutting capacity of adjacent National Forests to give these communities maximum support.

9. Even if the international situation eases, the domestic demand for timber will remain high. Our population is increasing and so is our need for timber.

THE SITUATION AT A GLANCE

Commercial forest land in United States..... 461 million acres
Commercial forest land in National Forests..... 74 million acres

Sawlog timber volume in United States..... 1,601 billion bd. ft.
Sawlog timber volume in National Forests..... 518 billion bd. ft.

Present timber production

on National Forests..... 4 billion bd. ft. a year

Potential timber production

on National Forests..... 6 billion bd. ft. a year

Unused cutting capacity

on National Forests..... 2 billion bd. ft. a year

Additional logging roads needed on National Forests.... 4,555 miles
Cost of building logging roads over a 5-year period... \$100,000,000

Current stumpage value of 2 billion bd. ft. of timber.. \$20,000,000

Time required to pay off cost of logging roads..... approx. 5 years

U. S. DEPARTMENT OF AGRICULTURE
2, U. S. FOREST SERVICE //

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