

# Environmentalists may talk timber plan

DeFazio said the resolution is aimed at raising enough low-priced federal timber to keep mills in Western Lane County open and operating until the action is lifted. Local mill owners said they will run out of logs and be forced to lay off workers and curtail operations if timber sales remain at the estimated two years it would take to complete the impact agreement.

The resolution urges the three agencies to meet together to work out an agreement allowing timber harvesting parcels of land that are not environmentally sensitive to give local mills priority dependent on logs from the Lane County district enough raw material to stay in business. With such an

agreement in hand, the groups could petition for an amended injunction permitting the timber sales.

"We have some indication the plaintiffs are interested and we think the timber companies would also be interested. The only question is if the Forest Service will go for it," DeFazio said.

Mick Kessel, the Mapleton district ranger, said he "would be more than willing to sit down and talk" about an agreement but said such a decision would have to be made by Forest Service officials at the regional level. He said the climate is right for such a meeting but was unaware if a motion for a new trial pending before the court would interfere with the plan. The Forest Service has asked U.S.

District Judge Gus Solomon for a new trial to hear testimony from additional witnesses in an effort to have the injunction lifted. The motion has not been ruled on and no date has been set for Solomon's decision on the request.

However, Wallace Shiverdecker, acting as spokesman for Regional Forester Jeff Sirron, said the Forest Service would be "more than pleased to move ahead" with meetings between the three groups, as long as the sessions would not jeopardize progress in the lawsuit. He said the Forest Service would check with its attorneys first before contacting the environmental groups and affected mill owners to propose mediation.

"If we can get all of the pieces to come together we'll see if we can get

something going," he said.

Andy Stahl, a forester with the Oregon Wildlife Federation, said his group has been trying for two months to meet with the groups and work out an interim harvest plan. He said enough timber is available for harvest in areas where little environmental damage is likely to result from logging and said he was "glad to see the Lane County commissioners weighing it in support of this effort."

"We feel there are one or two mills in the district that have enough dependence on Mapleton timber that they should have a supply of trees that can be harvested to keep them open and running," Stahl said.

He suggested that the Institute for Environmental Mediation in Seattle

handle the arrangements and was confident Solomon would amend his injunction if all the affected parties reach a mutual agreement.

Although there has been no discussion on the volume of timber that would be harvested from the district, Stahl said affidavits filed during the lawsuit indicate that a mill would need 15 to 20 million board feet of timber per year to keep operating and felt that amount could be safely harvested from the district.

Don-Lee Davidson, owner of Davidson Industries, declined to comment on the mediation proposal saying it would be inappropriate to discuss the matter while the lawsuit is still before

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## Hatfield says jetty project marks end of an era

By TONY HAZARIAN  
Of The Siuslaw News

A chilly northwesterly wind and a thick layer of Oregon coast fog did little to dampen the spirits of local residents and legislators attending the Siuslaw jetty extension project groundbreaking ceremony Tuesday morning.

They had waited many years for this day and they were not about to let a bit of unseasonable weather get in the way. They had worked too hard.

"They did this so we could have dependable shipping and a safe passage across the bar," said Port of Siuslaw Commissioner Wilbur Ferrytik of the past commissioners, congressional leaders, state representatives, community leaders and local taxpayers who waged a 92-year battle with the elements to ensure year-round river access to the Pacific.

"It's been a long time in coming but we're here." About 100 people attended the 45-minute ceremony that saw officials from the federal, state and local government levels praise the project for its impact on everything from the coastal economy to the national defense. Oregon Sen. Mark Hatfield, the guest speaker at the event and the project's torchbearer in Congress, said the project was a symbol for the nation's future and possibly a sign of the past.

Hatfield said the project may be one of the last large public works projects that receive a heavy dose of federal funding. In a time when the country's infrastructure—its highways, bridges and navigable waterways—is crumbling and in need of repair, the federal government is placing the burden of responsibility on state and local governments, he said.

"We're in a historic setting here today," Hatfield told the audience, assembled at the north jetty parking lot and bundled up against the on-shore breeze. "This kind of project is difficult to come by."

He said that the federal government has not authorized a public works project in the past eight years. Obtaining funding for the Siuslaw project was difficult and was the

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Oregon Sen. Mark Hatfield (left) received a woodcarving from artist Jim Owens and Port of Siuslaw for his continued work on the project.

## tightens the knot on drunk driving

### New law will seize license on the spot

blood alcohol level of .08 percent or more. Refusing to take the test results in a one-year suspension and failing the test brings a 90-day suspension.

The suspensions, which occur at the scene of the arrest, are separate and in addition to suspensions which follow a conviction of DUII. The new law also provides for a minimum penalty of 48 hours in jail or 80 hours of community service for a DUII conviction, while the maximum penalties of \$2,500

fine or a one-year jail sentence, or both, remain in effect.

"We can now guarantee swift and certain penalties for drunken driving," said Oregon Traffic Safety Commission administrator Gil Belamy, who along with the Governor's task force on drunken driving persuaded the 1983 Oregon Legislature to adopt the tougher standards. "Under the new law, you've got to lose your license."

If a driver refuses the breath test,

he'll be given a form telling him that the Department of Motor Vehicles will suspend his license for one year. The police officer will then give the driver a permit to drive for 30 days, effective 12 hours after the arrest, and will inform him that he has 10 days in which to file an appeal with the DMV office.

The appeal, which must take place within 100 miles of the arrest, must be held within 30 days of the arrest. Under the new law the suspensions are

handled by a DMV administrative hearing officer and further penalties are handled by a circuit court judge.

Under the old law, a driver who refused the breath test would receive a license suspension for 120 days but those drivers that didn't pass the test wouldn't receive a suspension until conviction of DUII, said Vinita Howard, public affairs officer for the DMV. The new law allows the division to cut through the red tape and time

lag often associated with DUII litigation, she said.

"It's a way to make something happen quickly when a driver engages in drunken driving," Howard said. "The suspension happens right on the spot." The new law also contains stiff penalties for repeat offenders a tougher requirements on issuing occupational licenses to drivers suspected for refusal, breath test failure or conviction of DUII. Repeat offenders

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## ed for waterfront blaze

direction of St. Pau by G.A.B. Associates of Coos Bay discovered that the blaze was caused by the PUD and that he was demanding the PUD pay the sum of the settlement.

"After having reviewed the file, as well as the consulting engineer's report concerning the loss, it is apparent that your firm's negligence was the sole, direct and proximate cause of my client's loss," the letter says.

McLean said he could not disclose the details of the engineering report, as did Jim Kemp of G.A.B., who hired consultants to study the cause of the fire.

"That study is privileged informa-

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Brooke Lundeen—at home with a new liver. Story page 1B.

## Involvement plan reluctantly approved

By GREG BOLT  
Of The Siuslaw News

Lane County's rural land-use plan squeaked through a hearing held by a state advisory committee Friday after panel members reluctantly agreed on a recommendation that the plan be found in compliance with the Statewide Planning Goal requiring citizen involvement.

However, Jim Owens, chairman of the state Citizen Involvement Advisory Committee, said Monday that the committee's advisory vote will be ac-

The committee held a two-and-a-half-hour hearing in Salem last Friday to hear testimony on the county's plan to hear testimony on the county's compliance with Goal 1, the state goal sets out requirements for citizen involvement in land-use planning.

Recommendation from the committee will go to the state Land Conservation and Development Commission, which has scheduled a hearing on the county plan for July 19-20 in Salem. Owens said opponents of the

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