

TELECOMMUNICATIONS COVER SHEET

LONGVIEW FIBRE COMPANY

End of Fibre Way

P. O. Box 699

Longview, WA 98632

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PLEASE DELIVER THIS TRANSMISSION TO:

Name Greg GrahamDate: 3-30-00Office U.S. Army Corps of EngineersFAX Number (360) 527-7826Total number of pages including cover
page 3

THIS DOCUMENT IS FROM:

Name Curt Copenhagen

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MAR 30 2000

LONGVIEW FIBRE COMPANY

MAIN OFFICE: 400 MILLER • LONGVIEW, WASHINGTON 99020
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March 30, 2000

Greg Graham
U.S. Army Corp of Engineers
Walla Walla District
201 N. Third Avenue
Walla Walla, WA 99362

Dear Mr. Graham:

Longview Fibre Company, which utilizes Lower Snake River barge transportation of wood-chips for papermaking at our Longview, Wash., mill, strongly opposes breaching of the four dams on the Lower Snake related to the ongoing fish-recovery issues for these reasons:

- 1 * Dam-breaching and removal of barges from the Lower Snake would increase our wood-chip shipping costs about 133%, or an estimated \$2 million more annually, if we were forced to ship by rail (if rail capacity was even available). Longview Fibre's chip plants at the Ports of Wilma and Lewiston annually barge-ship approximately 300,000 tons of chips to our large Longview mill, which represents a significant part of the raw material required to run the Longview operations that employ about 2000 people in the Lower Columbia region. Projected over a decade, these increased shipping costs would mount to at least \$20 million in extra burden on our company.
- 2 * In addition to excessive freight costs, converting from barge to rail would require Longview Fibre spending an estimated half-million dollars more in constructing rail sidings and chip-loading facilities at our Ports of Wilma and Lewiston operations. Our increased costs for shipping by rail would total some \$2½ million in the first year. As for considering changing to rail, there aren't enough rail-cars available for shipping wood-chips, wheat and other commodities now carried by barge (and if there was massive rail-car building they would be cost-prohibitive in this situation). The rail system and highways cannot handle the freight presently transported by barges on the Snake River system. Barging is not only the lowest-cost, efficient transportation mode, it helps keep Washington and Oregon highways safer plus provides cleaner air -- compared to substituting use of trucks.
- * Sacrificing these dams that generate hydroelectric power would ultimately result in higher energy costs for regional users including industry like Longview Fibre. Our Longview mill is a major user of power from Bonneville, and this significant cost would be on top of the higher transportation costs.
- * Also, it is our understanding that sedimentation from dam-breaching could create an adverse environmental impact in the Rivers.

Longview Fibre has lost millions of dollars in the past two years because of the worldwide slump in paper markets. We must compete successfully in the highly competitive domestic and global

March 30, 2000

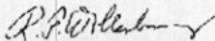
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markets to survive. Breaching Lower Snake dams and taking barges off the river would disrupt our vital raw material supply line, create costly energy concerns, raise our overall costs substantially, and could jeopardize employment at our Longview operations with a related negative affect on the Lower Columbia economy. Our annual payroll is \$92 million, and yearly local purchases, tax payments approximate \$86 million.

Removal of these dams that are essential links in our Columbia River water-transportation system and generate power is too extreme. Breaching may not help fish, and it will severely hurt the region's economy. A recovery plan is needed that rebuilds fish runs and maintains a healthy economy.

Very truly yours,



R. P. Wollenberg
President and Chief Executive Officer

jb

cc: Sen. Slade Gorton	Sen. Gordon Smith
Sen. Patty Murray	Sen. Ron Wyden
Cong. Brian Baird	Cong. Greg Walden
Cong. Doc Hastings	
Cong. Jennifer Dunn	Gov. John Kitzhaber
Cong. Norm Hicks	
Cong. George Nethercutt	
Gov. Gary Locke	Idaho, Montana
	Cong. Members