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63	21	03/02/1962	Letter	To: C. Edward Graves From: H. R. Haldeman Re: Letter written on February 27th regarding freeway routing. 2 Pages.
63	21	02/19/1962	Letter	To: Arthur E. Robinson From: H. R. Haldeman Re: Letter written on February 13th and included editorial from the Fresno Bee. 4 Pages.

March 2, 1962

Mr. C. Edward Graves
Box 55
Carmel, California

Dear Mr. Graves:

Your letter of February 27th addressed to the Nixon-for-Governor Committee has been brought to my attention.

We very much appreciate your writing us your thoughts in connection with the freeway routing through Monterey and Carmel. Your letter is being referred to our Director of Research, Mr. H. I. Flourney, who is also Chairman of the various Task Forces for study of issue material. He will appreciate having your views on this subject.

With kind regards.

Sincerely,

H. R. Haldeman

cc: Hon. H. I. Flourney

✓ File: S & I - Highway Com.
x - Research - Flourney
x - G
x - chron.

C. EDWARD GRAVES

Box 55

CARMEL, CALIFORNIA

Feb. 27, 1962

Nixon-for-Governor Committee
Los Angeles, Calif.

Gentlemen:

I should like to call to your attention a great vote-getting potential on the Monterey Peninsula. There may be a somewhat similar one in other parts of the state.

Governor Brown's State Highway Commission is presently planning to run a freeway through the middle of Monterey, splitting the city in two parts and completely changing its character. The plan is to continue the freeway to the Carmel River just south of Carmel. The section between the Carmel River and San Simeon was deleted from the State Freeway Master Plan in 1959 by action of the State Legislature. It seems ominous to local people that the freeway should be extended to the Carmel River and there meet the non-freeway corridor along the coast line.

The people of Monterey are overwhelmingly opposed to the present freeway plans. Public indignation meetings have often been held on the subject. They would be very happy if the Highway One Freeway were diverted at some point north of Monterey to join the 101 Freeway at or near Salinas.

I suggest that you investigate this situation and discover for yourselves the vote-getting potential in it.

Very sincerely,

C. Edward Graves

February 19, 1962

Mr. Arthur E. Robinson
1915 Vassar Avenue
Fresno 3, California

Dear Mr. Robinson:

Thank you very much for your letter of February 13th, and for enclosing a copy of the editorial in the January 26th issue of the Fresno Bee.

Your letter and the editorial are being passed along to Hugh Flournoy who is heading up research and development of a program on this particular issue. He will, I know, appreciate as do I, your thoughtfulness in writing and the suggestions contained in your letter.

Kind regards.

Sincerely,

H. R. Haldeman

cc: Hon. Hugh Flournoy

File: S & I - Highway
X - H. Flournoy w/ orig. corres.
X - R
X - Chron.

ARTHUR E. ROBINSON
1918 VASSAR AVENUE
FRESNO 3, CALIFORNIA

Feb. 13, 1962

Mr. Robert Haldemen,
3908 Wilshire Blvd,
Los Angeles, California.

Dear Mr. Haldemen:-

Enclosed you will find a copy of an editorial in the Jan. 26th issue of the Fresno Bee. This is of particular importance since the Bee is normally a Democratic paper and it ribbed Mr. Nixon terribly in his campaign against Kennedy.

I though Mr. Nixon could use it to some advantage in his campaign when it gets on the road and give our friend Gov. Brown something to think rather seriously. I have written the Governor and sent him a copy of the editorial and told him we just might have to build a little fire under him since he is so indifferent about what our Highway Commission has done and is on the verge of doing in several localities in the state. When one reads about the National Highway Scandal, we wonder if our state highway commission is not pretty well set-up to profit from Federal road money.

If I can be of further help in the coming campaign, please let me know. The citizens of this state have to be alerted to what the Democrats have done and plan to do in this state and throughout the country.

Yours respectfully,

Arthur E. Robinson,
Arthur E. Robinson.

Governor Should Call Session on Highways

Editorial In the Fresno Bee, Jan. 26, 1962

From a legal point of view the third district court of appeal decision that the state department of public works has the authority to route a freeway through a part of historic John Bidwell Park in Chico undoubtedly is sound.

From a moral point of view - Chico's resistance to giving up a part of its beloved park for a freeway, its affection for the park and the name it bears, the grace and ~~and~~ beauty the park lends to Chico - the routing by the highway commission of the freeway through the park is unconscionable.

The controversy points up one thing, however - a factor Sacramento awakened up to in its fight against the routing of the Second-Third Streets freeway. The factor: The highway commission, by legislative authority, holds powers awesome and sweeping, above and beyond those now held by the legislature or the governor.

This is manifestly obvious in a portion of the court's decision. It reads:

The real property which the court has
may include mining claims, or otherwise,
includes any property which is subject to
taxes, however it may have been so since
the commission (highway) determined that such
property is for state highway purposes. The legis-
lature has specifically designated the highway
commission as an arm of sovereignty
which shall determine when public property is
to be taken for the state highway system.

In other words, the authority vested in the commission by the legislature is a matter of great trust in business, beyond appeal. It creates a commission answerable to no one, least of all those its decisions affect, and confers, to Chico, to the commission, the power to take any property which would otherwise be the property of the state, and to Sacramento. The local body created to take the commission and to the commission, the power to take any property.

Governor Brown has indicated that he will issue any special calls of the legislature, but the legislature, which are not amicable in order. The legislature has been since has become a central body in the state of California - the reassessment of powers and jurisdiction to the commission. What is needed for California, and for the state of California - its integrity, its trust, its honor, and its general affairs of the state. The legislature, the state, 1962 - repeat the state of California, the state of California.

California Highway Commission

Chicoes, Monterey, Emerald Bays, Sacramentos could be ravaged in that year?

Who is to say the commission, if it so willed, could not route an eight lane freeway through the heart of Capital park in Sacramento, a commonly shared thing of beauty for all California, or bridge the Capitol dome itself with an overpass? Or slay through picturesque Roeding Park in Fresno without so much as a by your leave? Its power is absolute.

This issue involves the land of our valleys and cities, the raw and fertile earth, the face of our state - our forests and parks and bays and rivers. Earth, Our country and our fiber. Rich and blessed land. The governor, as chief custodian of this treasure house, California, must call upon the legislature - this year - to reassess the absolute power of one commission over it, and reclaim the state for its people.

Both the governor and the legislature will be astonished to learn how strongly public support will go to their sides; and each might be just as astounded to learn how severe the public may be if then fail to devote their attention now - in 1962, not 1963 - to giving California back to the people.

Read:

Read: "What Has Happened to the American Dream" by Eleanor Roosevelt; April 1961 Atlantic, page 46 - - -

"Dirty Money in Boston" by Charles L. Whipple, in the March 1961 Atlantic page 41 - - -

"Poisoned Politics: The Real Tragedy of Massachusetts" by Elliot L. Richardson, in Oct. Atlantic Page 77 - - -

"The Federal National Highway Scandal" Parade Feb 4, 1962

The Sunday edition put out by the P.B. etc.