

Hon. Charles DeTurk

L58 Redwood

January 8, 1964

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M. Swend
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Hansen 2/11
C. Brown
File 25

Hon. Charles DeTurk, Director
Department of Parks and Recreation
P. O. Box 2390
Sacramento 11, California

Dear Charles:

When we were in Sacramento last week, January 2 and 3, discussing matters of mutual interest with you and others of your office, the subject of the suggested John F. Kennedy National Parkway was considered before you, Mr. Hansen and Mr. Warren.

We are pleased with the reception the parkway idea has received from most of the local people with whom we have discussed it. We have not made any effort toward arousing widespread interest publicly, of course.

Idea Traditional, for decades, as we look back over the history of redwood conservation there has been a concerted and consistent drive on the part of the Save-the-Redwoods League working with the State as the central core of strength. While there are certain major areas which the league and the state have saved, we all realize that a good deal more needs to be accomplished. We take the position that the federal government would do a great service if it would step into the scene between Miranda (or Sylvandale farther south) and Jordan Creek for the purpose of filling in wherever it might do so, notably in that critical region between the north boundary of Humboldt State Park and Jordan Creek, or Stafford, wherever the new freeway will offer the best connection for the old road as it becomes an extension of the Avenue of the Giants. Possibly there should be even further limits than Sylvandale and Stafford for parkway study purposes, but we have not thought beyond these terminal points.

At any rate, the purpose is to develop a parkway context. This would not mean the loss in any sense whatever of any of the achievements of the past. The nomenclature could remain as it is, so could the property ownerships and responsibilities. The federal government in our opinion has a rare opportunity in the circumstances before us at this time to fit itself into the picture in cooperation with other governmental, and private, agencies since there are many places along the route which are so critically in need of acquisition and where federal aid would be of enormous help. Red and I and everyone else would be appalled if our idea should be understood to mean changing the name "Avenue of the Giants," or anything else of real significance to redwoods conservation.

cc: Dorothy Varian
Newton Drury
Walter Starr
Dick Leonard
George Hartzog

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As you know, a parkway is an elongated park with a road in it. It can be wide and narrow according to the park resources sought to be preserved along its course. And the over-all designation can include various ownerships. A national parkway would take special Congressional legislation, and in that there would be spelled out all of the essential safeguards. I personally discussed this very parkway idea with Mr. Olmsted on more than one occasion but notably about 1946 or 1947. It was his personal opinion as he gave it to me at that time that national parkway status was fully justified. About a year ago, one day in Washington, Red and I were discussing with a ranking national park service official the then forthcoming program for the redwood country on the part of the service's planners. In prospect a parkway idea seemed to have merit as one of those to be considered. It appeared to offer the federal government the chance to undertake something worthwhile in a fully cooperative manner by fitting into a going program where most needed. In the past I have gone on record as opposed to the Service looking for a redwood national park if that would mean, after all of the achievements by the League and the State, simply a further disruption of the work of saving redwoods. We've had some such disruption in the past. The parkway idea avoids that; and it could be a much larger undertaking than we have suggested if it proved desirable to extend it later on.

As we mentioned when we were together in Sacramento, there is a dangerous tendency now for people to assume that the bond issue will carry and that it will be the answer for everything. I think we have a lot of work to accomplish in order to put the bond issue across, and certainly the funds it will make available will not come anywhere near meeting the needs. If we can get the federal government involved in something that reaches so deeply into the national heart with special sentiment at this time not only could this fine, big planning context bear the Kennedy name, but there could be a special grove as well for the late President, in our opinion, without disturbing the ethics of the situation. In fact we wish there could be a special grove bearing his name, just as we intend to have one for Dag Hammarskjold.

We are going to send copies of this letter to several people including Newton Drury, Walter Starr, Dick Leonard, and George Hartzog.

Sincerely yours,

CONSERVATION ASSOCIATES



George L. Collins

GLC:AL

cc: Dorothy Varian
Newton Drury
Walter Starr
Dick Leonard
George Hartzog