

STATE OF CALIFORNIA
Department of Public Works

SACRAMENTO

February 17, 1933.

PLEASE REFER TO
FILE NO. I-D.N-1-A
Right of Way

DIVISION OF HIGHWAYS
PUBLIC WORKS BUILDING

Mr. Ed Fletcher,
1020 Ninth Avenue,
San Diego, California.

Dear Mr. Fletcher:

In your letter of January 27, 1933, inquiry was made regarding the status of highway right of way through the Ward Estate at the south approach to the Klamath River Bridge. Attached hereto find a right of way map of the situation which, with the following information, has been secured from our District Engineer, Mr. H. S. Comly, of Eureka, California.

On the map is shown in red the right of way as originally deeded by the heirs of the Ward Estate. Del Norte County obtained for the state this right of way in 1923 and 1924. Willis C. Ward, one of the heirs, was instrumental in obtaining the signatures. This original right of way was donated, it being the purpose of the donors to preserve for posterity a wide strip of timber bordering the highway.

About the time this right of way deed was consummated, construction was undertaken on the road on a different location which made a direct approach to the Klamath River Bridge. The revised location is within the right of way shown on the attached map in blue. The revised deed was presented to Mr. Willis C. Ward in 1928 with the request that the new right of way be exchanged for the one originally laid out. The original right of way was

Mr. Ed Fletcher

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2-17-33

75.74 acres, while that in the proposed new right of way is 83.51 acres. You will note that in addition to the parcel on the south side of the Klamath River there are two small parcels on the north side of the river. The difference in gross area is nominal, and it was proposed that the new right of way could be exchanged for the old without objection.

When Mr. Willis C. Ward was last contacted in an attempt to obtain a deed on the new right of way, he declined to repeat his previous efforts to obtain signatures thereto because he was afraid of the unfavorable reaction a duplicate attempt of this nature would have on the owners. Mr. Ward was at that time in communication with Mr. Newton B. Drury, then connected with Save-the-Redwoods League; and it was the understanding that Mr. Ward would further discuss the situation with Mr. Drury at a later date. Since then no further action has been taken.

The state would like to complete settlement for right of way along the road as constructed. If you, as representative of the Ward Estate, can assist the state to accomplish this, it will be appreciated very much. I would suggest that, for greater details, you communicate with District Engineer H. S. Comly at Eureka.

In your letter, you also request a map showing the survey of the north bank of the Klamath River, from connection with State Highway Route 1. Although the state is maintaining the existing


Mr. Ed. Fletcher

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2-17-33

road for about 4 or 5 miles up river from State Highway Route 1, there has been no survey made between the Town of Klamath and Orleans. We are, therefore, unable to furnish the requested map.

Yours very truly,


C. H. PURCELL
State Highway Engineer

C. H. PURCELL, STATE HIGHWAY ENGINEER
CHIEF OF DIVISION

CULBERT L. OLSON
GOVERNOR OF CALIFORNIA

FRANK W. CLARK
DIRECTOR

STATE OF CALIFORNIA
Department of Public Works

SACRAMENTO

July 22, 1941.

PLEASE REFER TO
FILE NO. 900

DIVISION OF HIGHWAYS
PUBLIC WORKS BUILDING

Honorable Ed Fletcher,
Senator, 40th District,
335 Walnut Street,
San Diego, California.

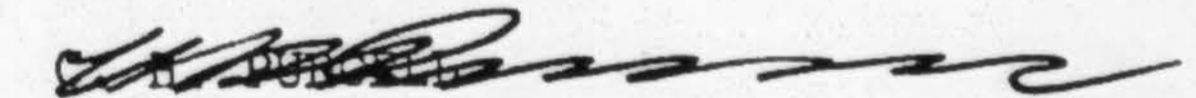
Dear Senator:

It is with much regret on my part that I was unable to see you during the second session of the Legislature. Due to illness and on the advice of my physician, I found it necessary to be absent from my State duties during a considerable portion of that time.

However, I wish to express to you the appreciation of myself and the Division of Highways for the conscientious consideration which you showed in matters affecting this Division, especially at a time when the Legislature was confronted with many perplexing and difficult problems. I trust that at further sessions I will have the opportunity of giving more time to highway legislation and conferring with you on such matters.

With kindest personal regards,

Yours very truly,

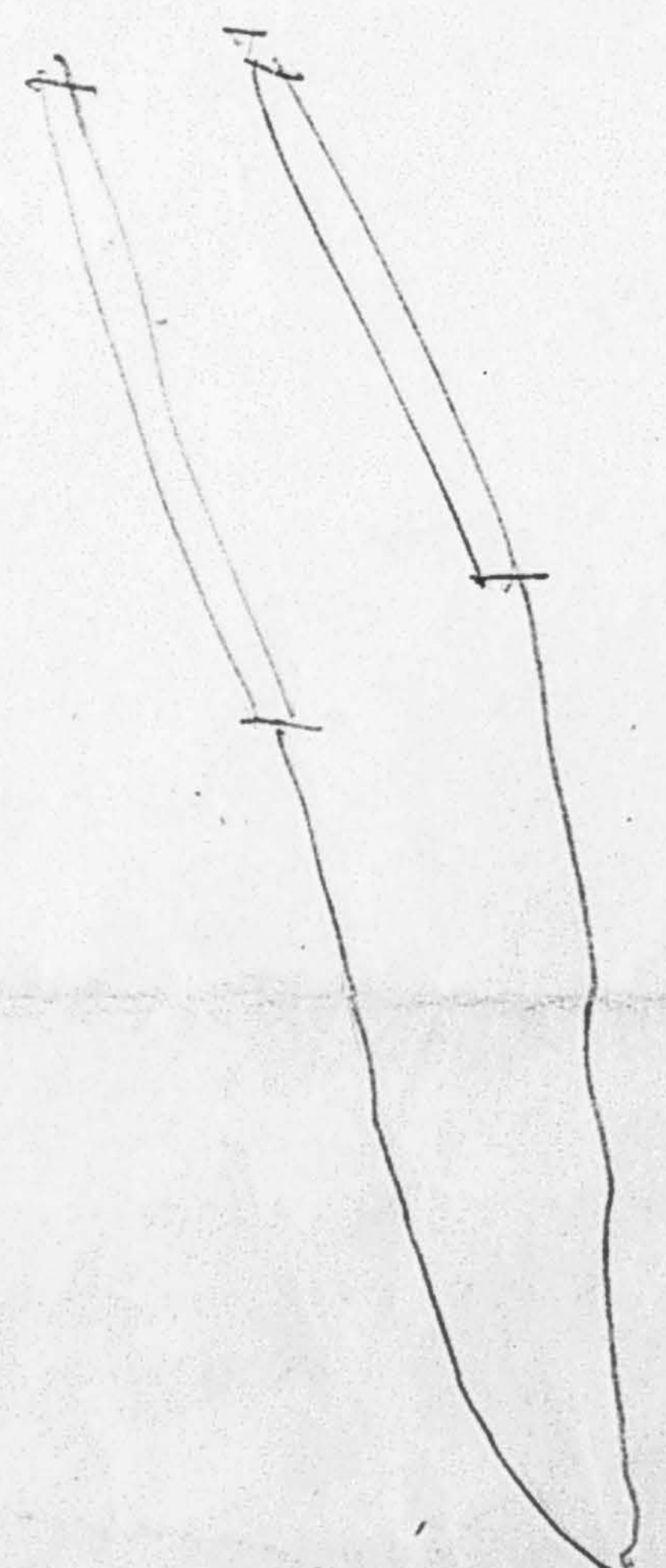


State Highway Engineer

Mr. Ed. Fletcher

road for about 4 or 5 miles up river from State Highway Route 1,
 there has been no survey made between the Town of Kincaid and
 Orleans. We are, therefore, unable to furnish the requested
 Yours very truly,

C. E. HUNTER
 State Highway Engineer



STATE OF CALIFORNIA
 Department of Public Works

Ed. Fletcher
 Kincaid, Orleans
 300 West Street
 San Diego, California

It is with regret that I am unable to see you during the session of the Legislature. Due to illness and on the advice of my physician, I found it necessary to be absent from my State duties during a considerable portion of that time.

However, I wish to express to you the appreciation of myself and the Division of Highways for the conscientious consideration which you showed in matters relating to this Division, especially in view of the fact that the Legislature was convened with very little notice and without program. I trust that at a future session I will have the opportunity of giving you time to discuss legislation and con-
 sulting with you on such matters.

With kindest regards,

Yours very truly,

[Handwritten signature]

State Highway Engineer

C. H. PURCELL, STATE HIGHWAY ENGINEER
CHIEF OF DIVISION

CULBERT L. OLSON
GOVERNOR OF CALIFORNIA

FRANK W. CLARK
DIRECTOR

STATE OF CALIFORNIA
Department of Public Works
SACRAMENTO

November 24, 1941

PLEASE REFER TO
FILE NO.
I-Hum-1-J

DIVISION OF HIGHWAYS
PUBLIC WORKS BUILDING

Hon. Ed Fletcher
State Senator
1020 Ninth Avenue
San Diego, California

Dear Senator:

Reference is made to your letter of October 13, 1941, relative to the relocation of a stretch of highway south of the Klamath River.

I assume that the stretch of road referred to is the section of U.S. Highway No. 101 from a point south of Orick to Freshwater Lagoon. Investigations reveal that the location of the road across the sand spit between Freshwater Lagoon and the Ocean may not prove feasible, and our plan now is to experiment this winter with a short section of fill at the south end of the sand spit, which is the most vulnerable point to wave action, in an effort to determine whether or not such a location would be satisfactory. Should that location not prove desirable, it will, of course, be necessary to consider a route along the present location of the road. Pending a decision in this matter, the California Highway Commission has deferred action in appropriating funds for the project and the improvement is not included in the Revised State Highway Budget, which was approved by the Commission on November 10, 1941.

Trusting this furnishes the information you desire, I am

Yours very truly,

C. H. Purcell
C. H. PURCELL

State Highway Engineer

Earl Warren
Governor



STATE OF CALIFORNIA

Department of Public Works
SACRAMENTO

January 26, 1945

I-Hum, D.N-46

Senator Ed Fletcher
Fortieth Senatorial District
State Capitol
Sacramento, California

Dear Senator:

In answer to your request of January 22, 1945, I am enclosing a map which shows the road on the Klamath River below Yreka. The State maintains the highway from Yreka to Weitchpec and from Klamath Glen to the Klamath River Bridge.

Below Johnson's no surveys have been made or construction planned except for a line change and replacement of the bridge over Turwar Creek, a few miles up stream from the Redwood Highway. At Weitchpec, above Johnson's, postwar plans are being prepared for replacement of the Weitchpec suspension bridge over the Klamath River, a project that will also require several miles of road relocation above Weitchpec.

Sincerely yours,

Earl Warren
Earl Warren

Director of Public Works

encl



cc Kefauver

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February 13, 1950

Mr. C. H. Purcell
Director of Public Works
Sacramento, California

Friend Purcell:

In reference to the report on the water problems of San Diego County as requested by the City of San Diego and recently made by the State Engineer and approved by you, enclosed find copies of my letters to the State Engineer, Ed Hyatt, and his replies--for your information.

I am asking if there is any appeal or possibility of review--a grave mistake has been made, owing to the forcing of a gravity arch type of dam by comparison in Mission Gorge #2 and #3 and also changing the location of Mission #3, arbitrarily made by Mr. Van Etten.

In my opinion the building of a multiple arch or constant angle type of dam at Mission #3 would very materially reduce the cost; the net safe yield would be increased, the surface evaporation losses reduced nearly 50%, the County would get the benefit of taxes and farm produce from land that would be covered by the building of Mission Gorge Dam #2, and above all, one of the most beautiful natural lakes, impounded in canyons among beautiful hills, close to San Diego to make it a feature for tourist travel and pleasure, close by, for the residents of San Diego--by building Mission #2 the natural conditions would be nil by comparison.

All I ask of you now is, if personally you will come to San Diego and give us a few hours of your time to inspect the sites on the ground before making any final decision in relation thereto. I ask that you keep an open mind.

With kindest personal regards, I am,

Sincerely yours,

/s/ Ed Fletcher

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C. H. PURCELL
DIRECTOR

Earl Warren
Governor



STATE OF CALIFORNIA

Department of Public Works

SACRAMENTO

March 14, 1950

Mr. Ed Fletcher
Ed Fletcher Company
1029 - 9th Avenue
San Diego 1, California

Dear Colonel Fletcher:

Your letter of February 13, 1950, enclosing copies of your correspondence with Edward Hyatt regarding the relative merits of the Mission Gorge dam and reservoir sites Nos. 2 and 3, on the San Diego River is acknowledged.

I have discussed the subject of the correspondence with representatives of the Division of Water Resources who have informed me that particular attention was given in the Bulletin No. 55 investigation to determine the most economical site for the reservoir in Mission Gorge for conservation of waters of the San Diego River. These representatives state that the conclusions in the bulletin are based on sound engineering practice, taking into consideration proper design and estimates of costs, based on 1947 construction prices and 1947 appraisals of the lands and developments in the respective reservoir areas, and the conclusions are practically the same as those reached in the prior investigations, the results of which were published in Bulletin No. 48, in 1935.

The City of San Diego was a cooperating agency in both investigations. The city officials carefully reviewed Bulletin No. 55 prior to its publication, and Mr. Fred A. Rhodes, City Manager, by letter dated June 15, 1949, concurred in the conclusions and recommendations contained therein. However, the final selection of a reservoir site in Mission Gorge for the development of the waters of the San Diego River is, of course, the responsibility of the City of San Diego.

With reference to a review of Bulletin No. 55, it is believed that such review should be made either by the City or some agency other than the State. I regret that I am unable to make a definite commitment at this time to personally inspect the sites on the ground as you have requested.

Yours very truly

C. H. Purcell

Director of Public Works

RED — Paved Highways and Oiled Roads



NOTE

- ★ DENOTES BRANCH OFFICE OF CALIFORNIA STATE AUTOMOBILE ASSOCIATION.
- US DENOTES ROUTE NUMBERS OF U.S. HIGHWAY SYSTEM.
- STATE DENOTES ROUTE NUMBERS OF STATE HIGHWAY SYSTEM.
- U DENOTES CAMPING GROUNDS MAINTAINED BY U.S. FOREST SERVICE.

U.S. 101 AND U.S. 99 RED BLUFF AND CONNECTIONS

Scale in Miles:

COPYRIGHT BY CALIFORNIA STATE AUTOMOBILE ASSOCIATION
150 Van Ness Ave. San Francisco, California

NOTICE TO MEMBERS: Should you find incorrect any information given in connection with this map, you will confer a favor, and assist in perfecting the service, by reporting same immediately to the Home Office, 150 Van Ness Avenue, San Francisco, enclosing this map.

1948

U. S. 101 and U. S. 99 and CONNECTIONS

Issued by
**CALIFORNIA STATE AUTOMOBILE
ASSOCIATION**
150 Van Ness Avenue - San Francisco

IMPORTANT!

Members of the California State Automobile Association are advised to patronize the HOTELS AND RESORTS listed below as they are under contract to extend prompt, courteous and efficient service at reasonable rates. Discourtesy or inattention of any kind should be promptly reported to the Touring Bureau. It will be helpful if members show their cards.
WATCH FOR OFFICIAL SIGN

6-40

For additional information, etc., call upon
CALIFORNIA STATE AUTOMOBILE ASSOCIATION

HEADQUARTERS—150 Van Ness Avenue,
San Francisco.

BRANCH OFFICES:
EUREKA—608 Fourth Street.
RED BLUFF—608 Main Street.
REDDING—1335 Yuba Street.
YREKA—Main near Miner Street.

CRESCENT CITY:

Hotel Lauff★

DUNSMUIR:

Hotel Weed★

EUREKA:

Eureka Inn★★

Hotel Vance★

FOREST GLEN:

Forest Glen Inn (Official)

ORICK:

Orick Inn (Official)

PATRICK'S CREEK:

Patrick's Creek Tavern
(Official)

REDDING:

Lorenz Hotel★★

Golden Eagle Hotel★★

Hotel Redding★★

RED BLUFF:

Tremont Hotel★★

REQUA:

Requa Inn (Official)

SCOTIA:

Mowatoc Hotel★★

YREKA:

Yreka Inn★★

GARBERVILLE TO GRANTS PASS

From	To
0.0 Garberville	244.1
44.6 Scotia	199.5
72.6 Eureka	171.5
115.6 Orick	128.5
135.6 Klamath	108.5
156.6 Crescent City	87.5
183.6 Patrick Creek Tavern.....	60.5
200.6 State Line	43.5
213.6 Junction Oregon Caves Road.....	30.5
Redwood Highway U. S. 199 to Oregon Caves	19.0
244.1 Grants Pass	0.0

CRESCENT CITY TO GOLD BEACH

0.0 Crescent City	64.0
13.0 Smith River	51.0
27.0 Brookings	37.0
64.0 Gold Beach.....	0.0

REDWOOD HIGHWAY, U. S. 101 AT ALTON, TO RED BLUFF

0.0 Redwood Highway	149.4
29.0 Bridgeville	124.4
45.1 Dinsmores	104.3
67.1 Forest Glen	82.3
92.1 Wildwood	57.3
105.4 Beegum	44.0
149.4 Red Bluff.....	0.0

EUREKA TO REDDING

0.0 Eureka	160.0
10.0 Junction U. S. 101.....	150.0
57.0 Salyers	103.0
101.0 Junction City	59.0
110.0 Weaverville	50.0
117.0 Douglas City	43.0
143.0 Tower House	17.0
160.0 Redding	0.0

EUREKA TO JUNCTION U. S. 99

Via Klamath River Highway

0.0 Eureka	203.5
8.0 Arcata	195.5
51.5 Willow Creek	152.0
74.5 Weitchpec	129.0
98.5 Somes Bar	105.0
139.5 Happy Camp	64.0
168.5 Hamburg	35.0
193.5 Klamath River	10.0
203.5 Junction U. S. 99	0.0

SOMES BAR TO YREKA

From	To
0.0 Somes Bar	89.5
17.0 Forks of Salmon.....	72.5
33.0 Sawyers Bar	56.5
58.0 Etna.....	31.5
70.5 Fort Jones	19.0
89.5 Yreka	0.0

RED BLUFF TO GRANTS PASS

0.0 Red Bluff	222.3
32.7 Redding	189.6
91.0 Dunsmuir	131.3
109.0 Weed.....	113.3
137.0 Yreka	85.3
159.3 State Line	63.0
177.3 Ashland	45.0
190.3 Medford	32.0
222.3 Grants Pass	0.0

MISCELLANEOUS MILEAGES

Redding to Trinity Center.....	51.5
Redding to Trinity Alps Camp Via Lewiston	59.3
Via Weaverville	65.0
Redding to Beegum.....	43.0
Yreka to Hamburg via Fort Jones.....	53.6
Happy Camp to U. S. 199.....	35.0

REDDING TO U. S. 101 AT ALTON

Via Peanut

0.0 Redding	156.6
17.0 Tower House	139.6
43.0 Douglas City	113.6
67.0 Hayfork	89.6
74.0 Peanut	82.6
89.5 Forest Glen	67.1
131.6 Bridgeville	25.0
156.6 Junction of U. S. 101.....	0.0



Ed Fletcher Papers

1870-1955

MSS.81

Box: 22 Folder: 5

General Correspondence - Purcell, C.H.



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