

concrete dips should be ripped out without delay; they cannot be repaired. Pecos County has 110 mi. along the OST. It has \$8,000,000 of assessed values and about \$50,000 of road bonds outstanding. Pecos County is more able than any county in West Texas to vote bonds and get federal and state aid and give us a federal standard road. Her mileage is long; her failure to put in a first class road is a discouragement to others. It would apparently take but \$100,000 of county bond money, for her present road-bed and soil types are good to start with. If she would employ an engineer (as all other counties do) and find just what would be required, then join hands with the state, the most depressing situation in West Texas would be solved.

CROCKETT COUNTY also has not voted or given county aid to get state aid. I was told maintenance allowances to Crockett County were about exhausted and little more work could be done. If true, this will be discouraging, for despite the good progress shown by the maintenance crews there are still raw sections remaining. At Ozona the people were discouraged; they felt they could never get their county to vote so long as Pecos County failed to put in a federal standard road; they considered their mileage a minor matter compared with 110 mi. in Pecos County. The Del Rio road progress is also discouraging them -- two stops at Ozona gave me the feeling they thought the game was lost. The Ozona campsite was abandoned and now Flowers & Adams are trying to re-establish it. At Sheffield, Couch has abandoned his garage and gone to Sanderson. Others are moving or apparently preparing to move.

THE DEL RIO ROUTE

In one more year the paving from San Antonio to Uvalde should be completed, 85 mi. Other construction westward on that route will also be completed. I was told at Sheffield by a man with a ranch near Sanderson that Terrell and Valverde counties were buying heavy rollers to loan the maintenance forces to keep the road in fine condition. Harry Locke, our Field Engineer, came over the Del Rio route in February and reported that route already had a number of good hotels and it soon would be the best route then travel would turn to it, garages and hotels would improve as a result, and the OST thencould never re-gain its ascendancy.

The OST route is the most interesting for tourist travel; it is the shortest; it has the highest elevations, the most attractive scenery, and more clear, living water than the Del Rio route, but if that road-bed becomes the best the hotels, garages, auto camps and travel conveniences will soon build up and they will hold the travel.

THE BANKHEAD ROUTE

I have never been on the Bankhead route but am told it lacks attractiveness but those people show effective organized cooperation for their road is rapidly building. Now Highway Commissioner Burkett is quoted as publicly stating at Sweetwater "that the entire highway between Ft. Worth and El Paso would be surfaced with asphalt this year, work starting immediately in Howard County".

REMEDIES

(1) We must fill in that section from Boerne thru Comfort to Kerrville with paving without delay. We will take up that problem here. Kerrville will help. We are already trying to start things in Boerne and Coomfort.

(2) In the West it is up to Pecos County. If they will proceed at once to make that whole 110 mi. a federal standard road we all of us pull