

Present Conditions

Eastern Section—St. Augustine to San Antonio

The eastern section, San Antonio to St. Augustine, is 60% paved; the remainder is good gravel, sand-clay or other improved surface and well maintained except in Baldwin County, Ala., east of Mobile Bay, where distress is possible in wet weather. New gravel road promised summer 1928. Ft. Bend County, Texas, between Rosenberg and East Bernard, has a paved and gravel detour to the north, adding 8 mi. Construction on the main line will last thru 1928.

Only two ferries remain between the Atlantic and the Pacific, the Mississippi River at New Orleans and Berwick Bay at Morgan City, La. The Mississippi River bridge is financed and it is believed construction will soon begin; it will cost \$10,000,000.

The East has 50 to 60 inches rainfall. The highway crosses the rivers and bays near the Gulf of Mexico; two-thirds of the drainage waters of the continent are crossed in this eastern section. Long and expensive bridges, numerous drainage structures and paved or gravel roads have been necessary to create an unbroken and all-weather highway. \$54,000,000 have now been spent on this section or appropriated for construction in progress.

Western Section—San Antonio to San Diego

The western section, San Antonio to San Diego, is 31% paved; the remainder is good gravel or other improved surface, well maintained. This is a dry area with sunshine, hills, mountains and deserts, natural drainage and natural gravels. There are some short sections west not up to good standard for wet weather but distress rarely occurs for dry weather prevails and those sections then are fine, fast driving. When a storm does occur in the West it is apt to be heavy, caution then should be observed in all sections. \$16,000,000 have been spent in the western section.

FERRIES AND TOLLS

St. Johns River, Jacksonville, Fla., toll bridge. 15c and 20c for automobile and driver. Round trip 25c and 35c. Additional passengers 3c.

Cochrane Bridge, Mobile Bay, \$100 for automobile and driver. Additional passengers 10c each. 10½ mi.

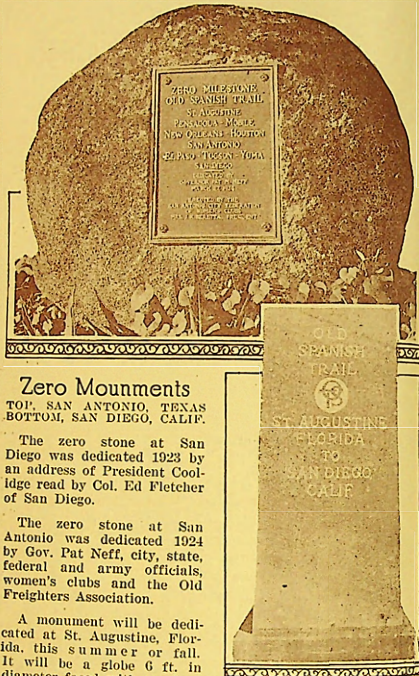
Pascagoula River, Miss., continuous ferry day and night, 50c. Bridge by May 1928, toll 50c.

Lake Pontchartrain Bridge, east of New Orleans, \$1.35 for automobile and driver. Additional passengers 10c. A 15 mi. project.

NOTE—The Pontchartrain Bridge takes the place of the old Rigolets and Chef Menteur ferry route and shortens the distance 6 mi. The Highway Department is building bridges at the Chef and the Rigolets.

Mississippi River, New Orleans, 20c to 40c. Continuous day and night.

Berwick Bay at Morgan City, La., 25c to 35c. Continuous day and night.



Zero Mounments

TOP, SAN ANTONIO, TEXAS
BOTTOM, SAN DIEGO, CALIF.

The zero stone at San Diego was dedicated 1923 by an address of President Coolidge read by Col. Ed Fletcher of San Diego.

The zero stone at San Antonio was dedicated 1924 by Gov. Pat Neff, city, state, federal and army officials, women's clubs and the Old Freighters Association.

A monument will be dedicated at St. Augustine, Florida, this summer or fall. It will be a globe 6 ft. in diameter faced with coquina; the walk around it will be a mosaic of coquina—all typical of the "Ancient City."

It will stand with the Ponce de Leon monument, the Bridge of Lions and other symbols of Saint Augustine's romantic history and characteristic of her present-day charm. It is being installed by the Exchange Club, Rotary, Kiwanis, Lions, the civic organizations, and the women's clubs will assist at the dedication. City, state and national officials will attend; it is expected the Spanish Government will send representatives.

The monument will mark the beginning of the Old Spanish Trail in its historical reach across the continent. The dedication will be a celebration of victory by the men and women whose labors, after twelve years of struggle, lands that were a wonderful world to the Spanish conquistadores and the faithful padres centuries ago.

At the celebration there will be a business session for the election of new officers of the national Old Spanish Trail organization and to decide upon future policies now that the highway construction is so well advanced.