South lowistanians, faithful to their promises, started building roads and by 1920 a good road existed from Jergan City to the Texas line. From Jorgan City to Yew Orleans is the ancient Mississippi fiver delta with problems that have cost wanty years of labor and wany millions of dollars. Today, the "Itselsappi River bridge alone is costing 19,000,000

Eastertime 1919 this louisians. Last Texes group ran another crusaling motoreade to New Orleans, this time seventeen cars. Celebrations and Jeasts greeted them everywhere coupled with placings to press the project to completion. . and, it is near order, the fire and faith of pioneers flashed in their taiks, and in their labors slows at they forced their cars along.

Princing Texas into the Fold

July 25, 1919 a conference was held at Houston and at that conference San Anthons was saked to assume national headquarters murk and press the project to completion. The San Anthon Chamber of Commerce accepted and Harval Ayrea was called in and made Hangting Director. A national convention as held at San Antonio, Horember 14-15, 1919. At that convention sixty West Texas ranchmon gethered and debated the problem of read-hullding caross that extensive ranch country, five hundred and ninety miles to Al Paso. Finally, they came thin the convention and pledged the road... and the Old Spanish Trail was routed across that thereeting Hill Country that had so often thrilled to the tread across that prendees and to the prayers of the gaines.

The two hundred and twenty miles between dan Antonio and Houston were still and unsational and complex problem when the convention adjourned but the trans-continental route now had its contract and the old Spenish office of the continue of country and the old Spenish trails of the continues of spenish pionering were wearing together for the enjoyent of a new roce of men. But for access years yet it was to remain an adventure to tavel this country.

Coening Roads

During 1915-20-21 cruenders stepped forth in all sections. Here were conferences, conventions, local mathfinding motorcades, cruending notorcades, consmitty feasts, bond-voting campaigns that failed and others that ducceded, and travels by the kineging Director from place to place; often he was in mud and marshes and sometimes traveling by boat—conversing of a field autorabile was not yet practical. Cruenders rose in various localities; man who gloried in facing problems and flighting through. Bridges, roads and seving must be financed. Rivers, here and marshes must be crossed in the East and magnificent distances in the West. Incredible costs faced small committies. Graveled roads were being built in easy sections. If the "Sant committee settions" were being improved but the big barrier sections at one of them but many and formidable.

Texas and the West were opening a road; dry climate and good soils helped them. But between the Atlantic and man intends there were thirty-one river and hay creatings to be solved; subblems for taxayers, a robuse for engineers. These rivers carry to the Gulf the drainage waters of more than half the continent and necessity domained bridges should be built to withstead the titamic power of floods that reach a mighty volume as they near the mea.

Highway Officials Balking at Costs

Not alone were the eastern people staggered with their problems but the State highway departments, now coming into power, were refusing to recognize numerous sections of the highway as mapped. They said they could not be financed and that some sections involved engineering problems that were too serious. With this official attitude an overland trunkline existed only on paper and primary type construction was hardly possible anywhere until complete designation was officially established. This was the condition as 1921 ended, to the Managing Director transferred his headquarters from San Antonio to Mobile, January 3, 1922, and from that city began the struggle to establish the Old Spanish Trail as an interstate and national project.

The Eastern Work of 1922

Dismal prospects were indicated at Mobile. A convention had been held at Oulfport, Mississippi, a year previously, Jánuary 28-29, 1921, and no headway was apparent toward eastern construction. Mobile Bay, ten miles wide, was but one of a number of bays to be crossed. Now, on the Director's arrival, it was found 'obile was building a concrete road northward, following the bay and river course. Pensacola was likewise building a concrete road northward. Other eastern sections had abandoned the Old Spanish Trail than project. Senator John Craft, of Mobile, with friendly interest called on the Managing Director and urged him to start eastern work somewhere else, saying conditions in that section doomed to failure any effort that might hammads then be started. Somewhere Craft was also a member of the State highway department. To his credit, when the Director stayed at Mobile and began to build up interest, he cooperated continually.

The first step was to induce S.H.Peck, owner of the Battle House hotel, to invite the outstanding leaders of Mobile to an evening dinner. About twenty gathered around the big table and until midnight all phases of the eastern problems were discussed. Then followed weeks of conferences, travels, progress and discouragements. A conference of the leaders and officials of the eastern states, Louisiana, Mississippi, Alabama and Florida, was decided upon. March 20-21, 1922 at that Four-State Conference there gathered highway officials and county, city and civic officials and leaders. They ably marshaled their program. Bridging Mobile Bay was authorized by the Alabama highway commission and official recognition for the Old Spanish Trail in the East was established. This was importany progress but no money was in sight to bridge the Baymor to undertake the general eastern program. Such construction, officials said frankly, was not nossible for years to come. One State chairman said, "It will be political suicide for us to assume such work now." Another State refused cooperation, declaring a sector across a Gulf estuary could not be built to withstand tropical storms. A dozen similar situations were stated by delegates.

Other serious factors entered. Up-state people were insisting a transcontinental trunkline could be built quicker and cheaper through Montgomery, Jackson, Shreveport, Dallas, weatward-now U.S.Highway 80-and they argued this would serve all the people better, and that southern cities could have highways built northward to such trunkline. Later, at Washington, the same reasoning had to be met. Some Old Spanish Trail cities were also favoring this policy; they insisted their first need was highways from the North to their city.

These arguments give an indication of the hundred and one problems that faced the crusading groups that were coming to the front in that country.