

## Summary of Old Spanish Trail Work and Achievement

### Para- graph

- 1 Complete construction and constant improvement now assured. Summary of Costs.
- 2 Organized December 10-11, 1915. Nearly eleven years of continuous work.
- 3 A national trunkline put across a country that had no roads. \$150,000 spent by national headquarters to establish this highway.
- 42 The circulation of printed matter, magazine and newspaper feature articles, 6,000,000.
- 42 Maps and travel service booklets printed, 83,000.
- 34 Recognition as a Federal Aid highway completely established in 1922.
- 34 Washington work, War Department statement of military necessity, and Congressional declaration of primary importance, secured in 1922.
- 42 Selection of this highway by U. S. Bureau of Education as basis for study in public schools of highway and national development secured in 1922. Dept. of Interior Bulletin, 1923, No. 38.
- 34 Recognition established in the eight OST States and with the Federal officials by 1923 that the highway should be built at once despite costs.
- 37 Valuable service to OST communities during the decade of selection of national routes throughout the United States.
- 9 Total costs eastern section, 1301 mi., St. Augustine to San Antonio, to be over \$63,000,000 with \$46,968,350 now provided. Page 12.
- 10 Western section, 1515 mi., San Antonio to San Diego. Well-  
& built grades, graveled or paved. \$15,000,000 spent and  
11 \$35,000,000 more are needed.
- 12 Total cost St. Augustine to San Diego will reach \$113,000,000.
- 4 Two-thirds of eastern section financed for paving with construction well under way.

- 8 Thirty-one flood water crossings in eastern section being bridged. Unprecedented problems and discouragements conquered.
- 4,5,6 Magnitude of work not realized. Millions in construction were necessary before overland travel could move freely; discouragement among the people and communities a constant condition.
- 7 Turning the travel movement south to Old Spanish Trail communities.
- 13 Open from coast to coast by winter of 1926-27.
- 15 Construction progress and astonishing costs shown by States.  
to A great highway breaking through a country filled with  
25 numerous physical barriers.
- 14 The new travel movement now directly south to Old Spanish Trail.
- 14 The receiving and distributing trunkline for the movement of settlers to the southern territory.
- 38 Home seekers and investors already coming in large volume.  
& This trunkline key to all southern development, for the  
39 migration now starting is by automobile, not by covered wagon or by railroad.
- 40 Development proceeding where the automobile reaches; rail-  
41 road development and profits follow.
- 33 Failure of some to recognize basic conditions for community development in this motor vehicle age.
- 33 San Antonio the automobile crossroads; New Orleans the  
& southern tourist gateway; preferred position of OST com-  
35 munities assured.
- 35 The highway originally laid through Shreveport and Dallas;  
& construction problems easier and the communities aggres-  
36 sive and progressive. The service rendered to the southern communities by this organization.
- 26 Evidences of a new empire in the making; the last North  
to American frontier now being settled.  
32
- 43 The work that should now be done to draw travel, encourage  
to investment and settlement and make the highway pay  
50 profits.
- 51 Bringing hundreds of millions in new investments to these  
Southern Borderlands.