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REPORT TO MEMBERS, OLD SPANISH TRAIL.

June 30, 1923.

Many causes have delayed a report to you, but in developing a transcontinental trunkline and an organization equal to its demands many difficulties are encountered.

At Washington is a "morgue" containing records of some 200 so-called national highways. Hardly a half dozen are recognized as living, healthy organizations. The problems are three-fold:

1. Weaving together across the continent a road that all the states recognize, and will build, is a big undertaking. The Lincoln Highway today is broken and unrecognized across Utah.
2. Creating and maintaining a healthy administration over thousands of miles of territory is difficult and expensive.
3. The people encourage the promoter. The promoter can always print a map showing a "highway."

THE OLD SPANISH TRAIL HAS NOW WON ITS BATTLE FOR RECOGNITION BY THE STATES AND BY THE NATIONAL AUTHORITIES, AND ITS ADMINISTRATION IS DEVELOPING STRENGTH. THE WORK OF ESTABLISHING RECOGNITION FOR AN UNBROKEN TRANSCONTINENTAL HIGHWAY IS DONE. NOW THE PERIOD OF SERVICE TO MEMBER-COMMUNITIES IS STARTING.

January, 1922, the Managing Director went to eastern sections, leaving to a Texas manager the Texas work. In the East construction in some states had been abandoned due to the costly engineering problems because of the great bays and river systems that empty into the Gulf. Unless the East built there was no Old Spanish Trail.

The situation was so serious he stayed East for seven months. For six weeks he was in Washington and that declaration by senators and congressmen that the Highway was a national necessity was signed, and finally the War Department signed a statement pronouncing this highway "an essential element in the plans for national defense and should be completed without delay according to the best federal standards." Later a war map was issued, signed by John J. Pershing, Chief of Staff, rating the Old Spanish Trail from sea to sea a military necessity.

When that Washington work was finished, state highway departments increased their appropriations and hastened construction. Now the East is no longer a problem, but is going ahead with big construction.