

Pass, Tucson, Phoenix and Yuma to San Diego, and through Texas it reaches Old Mexico. Because of its winter sunshine, its gulf pleasures in summer and its background of ancient and romantic history, its development will make it the natural resort of the North American people. When the numerous highways from the North, now building, are completed this southern trunkline must share and care for the mass of travel that will seek these southern borderlands.

3. The primary military importance of this highway is evidenced by the fact that it embraces all the extensive military, naval and air defenses and depots of the Gulf Coast and of the Mexican border, and that it connects these with the defenses of the South Atlantic and the South Pacific seaboard. There is a larger concentration of national defenses and supplies on this highway than any other in the land. The

War Department asks for the construction of this highway and its border connections.

4. Therefore, in the public interest and for the sake of the all-the-year service this highway will render to the travelers of the nation, and for its value to the military arms of the government, general cooperation and effort are urged to complete it from sea to sea in type and character equal to the service it will be called upon to render.

The above declaration is signed as follows:

The Senators of OST States—Duncan U. Fletcher, Park Trammell, Oscar W. Underwood, J. Thomas Heflin, John Sears

## The Greatest Travel

### OLD SPANISH TRAIL NOW BE INTERNATIONAL HIGHWAY

#### The War Department, Senators, Con- ventions at Washington Join in its Completion in

In 1922 the Managing Director completed seven months' work in eastern sections and at Washington. National and state problems of far-reaching importance were worked out. Returning to San Antonio he brought about the formation of an Executive Board of San Antonio business men, that the expanding work might have the strength and counsel such a Board could give. The Directors are too scattered to meet frequently enough.

For four months in 1923 the Managing Director was again in the East, and developed the national convention of the Old Spanish Trail at New Orleans March 26-28, 1923, where many constructive policies were laid down for the conduct of the

### Bulletin by U.S. Bureau of Education

While in Washington the Managing Director was informed the U.S. Bureau of Education was planning a bulletin for annual distribution to the public schools of the United States outlining studies in national development and the Bureau would be interested in adopting the Old Spanish Trail, for its historical and geographical values. This was arranged. That this bulletin has wide and constant distribution is shown by the letters received at the Old Spanish Trail offices in San Antonio every year from students, teachers, libraries and colleges, requesting printed matter and many interesting school studies have been reported.

### War Department Map

The new map of roads needed for public defense, signed by John J. Pershing, Chief of Staff, August 23, 1922, included the Old Spanish Trail together with borderland connections. Thus, the Washington War had brought about general agreement respecting the importance of this far-southern trunkline. Federal, State and local officials were never again to doubt its necessity nor shrink from its engineering problems and costs.

### Travel Maps and Logs

Traveling this southern route was still an adventure but carefully prepared maps and logs now began to appear. The Automobile Club of Southern California came in with its cooperation. In 1923 the club published a strip-map book of the highway and its territory, giving travel information in detail and weaving in the old Spanish romance and interest. They have issued many editions of this book and still continue its publication. Harry Locke published detail map books. Old Spanish Trail headquarters published travelogs and the old history story. Texas Red Book and others published logs and maps. The aggregate circulation of these publications ran into hundreds of thousands. With all its travel problems, the Old Spanish Trail soon became the most helpfully supported of any national highway.

### The Great Construction Period

The years 1923-1928 represent years of rapid construction. The Washington Declarations had cleared away all uncertainties. Federal-aid and State road funds became available in increasing millions. The southern people, individually and through their organizations and local governments, "lived" with their problems until their road or their bridge or seawall was completed. These men were more than crusaders; they were conquerors leading forces to success victory. Engineers battled with an endless variety of problems. Contractors and workmen struggled with floods in the waterway basins until embankments and bridges rose to stay....often floods carried months of work away. During 1927 and 1928 monster bridges and long sectors of pavement were being opened with celebrations thronged with people proud of their achievements.

### The Newspaper Editors

Behind these crusaders and workers were the newspaper men. Their work is entitled to praise. The highway association was not much of a membership organization and many could not understand this; it was a coordinating force utilizing local, State and Federal agencies of all sorts. As the Managing Director traveled back and forth the editors were kept informed of the plans and policies, and of the immediate objectives, and they steadily played the game.

### The Women Join the Battle