

should work out the Tampa to Tampico plan as it is discussed in the booklet herewith; this for the sake of historical consistency, and because it would be a wonderful highway project. We in Texas can deliver our part.

Now just a word as to what we call basic highways. There are just a certain few of these in the United States. The OST is recognized as one of them, but it is also one of the most difficult to get into construction and one of the highways menaced much by irresponsible promotions. Most of the highways (not most, but many) from the north try to seize on some section of it. That complicates our work, increases expense of administration, and decreases income. So we have many problems. You there are interested in the Dixie as a great highway. That is becoming a basic highway. But westward there are other highways not yet as well administered as the Dixie, but each coming south until they reach the OST. Every important city westward is fostering about two north and south highways, one as a feeder from the northeast and one as a feeder from the northwest. And the states are committing their highway departments to these as major highways. Often they are put down for primary attention until we show that these highways are only blind alleys until the OST is completed to take the traffic that they attract south. The OST must become the reservoir for all the traffic that will pour south, and it must be built heavier than these numerous feeder highways.

Now the day is rapidly approaching when Florida will be in sharp competition with all the rest of these southern borderlands. Florida will reap with the rest for tens of thousands of cars will be in the South as soon as this highway can care for them. They will hit it at the nearest point and play on it all winter. In the West we are already taking care of increasing thousands. The highways parallel with the OST, and of course north of it for none is possible south, are only paper affairs. There is neither climatic, sentimental or geographic reason for them and federal engineers do not look kindly on federal aid to them, except in occasional local links. It is recognized that federal aid must be concentrated on the OST for a long while yet to keep pace with traffic demands. We fought this Mobile Bay problem on that basis. The Alabamians at the first session of the big meeting were still afraid of stressing federal or national importance. The highway commission was blind to it. Yet the second day they gave us a decision 10 to 2 on the principle national importance and federal recognition. Letters came from Washington.

I am a long while closing this letter, and it reads rather rambling. Please do not think I have ever tried to "beat about the bush." On the contrary try to give me credit for realizing that we have big problems, and that I want to plunge into them, but that I want to go thru with them when I start with the earnest cooperation of East Floridians. If the big men in Jacksonville will give me the same earnest cooperation I received here in Mobile then Jacksonville is the place for the conference. I frankly believe we should work things out better in Jax than in the smaller town. I must get back to Texas for awhile, then back east. Perhaps can get over to Jax.

Sincerely,