

Valley to Mexico City lines. His new position was effective June 1st.

Cameron County carried her bond issue on June 10th by a handsome majority to complete the O. S. T. into Brownsville.

Blankets—yes we said blankets. Be sure you take two with you to the Davis Mountains. No joking, you will need them.

Junction and Fort Stockton will demonstrate to your entire satisfaction that they have the best fishing territory in the State. You ought to let Emil Loeffler of Junction tell you how many wagon loads of fish two good fishermen can catch in the Llano in one night, but don't give him the medal until you have heard W. P. Rooney of Fort Stockton tell how many tons he can catch in the "ske seven miles from town." I was telling a certain party at Sheffield about the good fishing at Fort Stockton, and he said it used to be better than that in the Pecos River three miles from town until Mr. McNaughton, the traveling fish inspector of Texas, told them it was wrong to dynamite the poor things. When the grand jury was in session, he said Mr. Mac told him the grand jury would be in session all the time as long as he was fish inspector; otherwise, they would show us the real fishing country.

MORE THAN 500,000 AUTOMOBILES IN TEXAS BY THE END OF 1922.

Figures just compiled by the State Highway Department show there are now in operation in Texas nearly 450,000 automobiles and motor trucks. The number of new cars and trucks sold in the State each month is nearly 20,000. It is estimated, therefore, that the number of motor vehicles in operation in Texas by the end of the year will pass the half million mark.

AUTOMOBILE LICENSE PLATES FOR 1923 TO BE OF NEW DESIGN.

The State Highway Commission has authorized the issuance of a new series of license numbers for all automobiles registered in the State during 1923. A new pair of license plates of a new design will be issued to every registrant of a motor vehicle next year. The new plates will be attractively designed. The word TEXAS will appear on each end of the plate and a small star in the middle of the plate will serve to the last three figures of numbers from the preceding figures.

JUNCTION, TEXAS, IN THE "HEART OF THE HILLS" ON THE OLD SPANISH TRAIL.

A prominent and progressive merchant of Junction has recently had printed and circulated a very attractive broadside, showing scenes in and around Junction that are destined to entice the tourist and vacationist to the "Heart of the Hills" country in Kimble County. Junction has two beautiful parks on the river adjoining town—the free for the use of tourists. The Highway along the O. S. T. leading to Junction is one of the finest stretches of roadway in the State.

THE HILL COUNTRY ABOUT KERRVILLE.

Today the people of Kerr and Kimble Counties are literally shaking hands across green hills. Not so many years ago a journey from the county seat of one of these counties to the other was a trying trip. Now the Old Spanish Trail makes the journey quick and easy of achievement.

Beautiful bird's eye pictures of Junction on the Llano and Kerrville-on-the-Guadalupe, both on the Old Spanish Trail, are shown in the May issue of Grinstead's Graphic. It also shows a picture of the new free camp site for tourists at Kerrville.

NECESSITY FOR CHANGE IN TEXAS ROAD LAWS.

Under the newly revised Federal aid road act all contracts for road construction receiving Federal aid will be awarded directly by the State Highway Departments of the different States. Under the present Texas laws this can not be done in Texas. However, time has been allowed the State of Texas to conform her laws to the requirements of the Federal aid road act. The movement to enlighten the public on the necessity of making this change in the Texas laws should receive the hearty support of every one who wants to see a connected system of highways in Texas.

In some States, including Texas, the Constitution will likely have to be amended to enable the Legislature to conform to the Texas Highway laws to the Federal aid road act so that Texas can continue to receive aid for road construction from the Federal Government. One of the main objects of the Texas Highway Association, which was recently organized at Austin, is to enlighten the public through the press and by the aid of speakers why the amendment is desired, or why it is necessary that our laws be changed.

Log and Detailed Information of the Old Spanish Trail from San Antonio to the Davis Mountains and from El Paso to the Davis Mountains. Furnished by S. Dean Wasson, Chronicle Staff Correspondent.

Log of Journey.

The first day's journey will cover a distance of 130.2 miles. The log is as follows:

0.0 Alamo Plaza, San Antonio drive to Houston Street and turn to left—West Houston Street through business section, following O. S. T. markings.

It is a good idea to cut over one block to Travis Street if you would miss the traffic on Houston Street. The log follows the markings, however.

0.2 Gunter Hotel, O. S. T. headquarters.

0.6 North Flores Street, turn to right—north—and follow car tracks and O. S. T. markings.

1.6 Turn to left into Fredericksburg Road—going west.

This is paved with asphalt, a fast road through a beautiful suburban territory.

3.6 Double curve.

7.3 Alamo Country Club on left.

8.6 Wolf's Inn on right, roadhouse.

8.9 Nine Mile Hill roadhouse on left.

There are many tempting byroads in this section.

14.0 Road bends to right, cross low water bridge.

14.5 Dangerous curve to left.

14.9 Rock quarry on left, small settlement.

15.0 Two spur railway grade crossings.

15.5 Leon Springs.

20.7 Follow asphalt to left. Road to right leads to army camp and rifle range.

21. Heaton's Place.

This country is one of fine farms among the hills with wheat fields predominating. The grain is ripening at this time and being cut, mostly with the use of tractor's pulling the binders. Live oak, mesquites, hackberry and cedars line the road. It is a very pretty rolling country.

22.8 Follow asphalt to right. Road to left—gravel—is scenic loop back into San Antonio.

27.0 Bexar-Kendall County line, cross Balcomas Creek, and follow O. S. T. markings along asphalt into Bermeo.

32.1 Bermeo business section, campsite in city. For road information see W. G. Davis at office of Bermeo Star.

32.4 Hillcrest Sanitarium on right.

33.0 End of asphalt. Gravel road. Follow O. S. T. markings.

33.3 Grade crossing, San Antonio & Aransas Pass Railway, road crosses to right of tracks.

The NEW EDISON
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THE ONLY PHONOGRAPH WHICH HAS STROOD THE ACID TEST
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San Antonio
Texas

Good gravel road, but its whiteness glares and colored glasses will be serviceable. Road winds through farming country and woodlands.

35.4 Grade crossing to left of tracks.

35.9 Road rough for short stretches, needing maintenance. Concrete dips in bad repair.

37.9 Road rough.

39.6 Less farming and more grazing land. You are steadily climbing higher.

40.0 Turn to left.

40.7 Dangerous double curve.

40.9 Creek, long grade and curve; road rough.

41.7 Road winds through hills.

43.1 Dangerous curve and dip in Joshua Creek, long grade.

48.5 Guadalupe River, edge of Comfort, improved road to right leads to Fredericksburg. No campsite.

50.5 Sharp turn to left on near side of railway, follow O. S. T. markings out, pass park.

51.0 Cross creek.

51.2 Turn to right.

51.4 Kendall-Kerr County line.

51.5 Hermann Sova's Home for the Aged on left.

51.9 Railroad grade crossing.

52.4 Turn to left, road rough.

52.7 Railroad grade crossing. These two crossings could be eliminated by relocation of highway.

53.1 Dangerous curve to right, Guadalupe River on left.

57.2 Steel bridge, 80-foot span.

58.2 Turn to left.

58.3 Low water concrete bridge crossing Guadalupe River, with sharp turn to right and steep grade. Good fishing from this bridge. Road winds on left side of river to Center Point.

59.5 Edge Center Point, good gravel road.

60.1 Turn to right through business section.

60.3 Turn to left, follow O. S. T. markings. No campsite in town.

61.5 Turn to right, cross river, turn to left, steep grade.

64.6 Follow river on right bank.

64.8 Railroad grade crossing.

65.7 Double turn, grade crossing.

65.8 Tubercular Hospital on right.

70.0 Steel bridge, 20-foot span.

70.3 Westminster Presbyterian Encampment grounds on right.

70.8 Pay no attention to arrow pointing to left on O. S. T. sign to river.

71.4 Center of town of Kerrville.

GETTING INTO KERRVILLE.

This is the end of the steel on the route, being the terminus of the San Antonio & Aransas Pass Railway. There is one nice thing about the rest of the road to Junction—you have no more death-dealing grade crossings to consider. The highway does the work of the railroad from here on to Fort Stockton. Get gas and oil. It will require a separate article to tell of Kerrville, the summer resort. They have a good hotel (the St. Charles), rooms with bath available, good meals. There is an excellent campsite here.

71.8 Leaving business section of Kerrville, follow O. S. T. markings.

72.3 Steel bridge, 80-foot span.

72.5 Turn to left.

72.8 Turn to right past ball park on right; good graded dirt road.

73.1 Kerrville campsite, elevation 17.5 feet, shower baths, shade, all conveniences; a good place to stop; road follows river on right side.

74.7 Double curve to left.

75.1 Small iron bridge.

76.1 Bridge out, ford creek on left; shallow, rock bottom.

77.7 Bad double turn with dip.

78.2 Cattle pass under road, rough going.

79.1 Ingram postoffice; turn to right between postoffice and stone store building following O. S. T. markings; telephone lines on both sides of highway.

A SINUOUS RIVER.

81.1 Ford river, gravel bottom, depth to running loads, swing out to left a little in crossing; road goes to left of river. Johnson branch of Guadalupe.

82.1 Ford river, gravel bottom, shallow; swing to right; road follows to right side of river.

83.6 Ford creek, rocky bottom, not deep, swing to left.

84.1 Ford creek, shallow, rock and gravel bottom.

84.7 Keep to left.

84.8 Ford river, shallow, rocky; road follows on left.

85.2 You run into construction work on road at this point; they are relocating it back toward Kerrville.

87.3 Relocating road, follow river to miss grading work.

88.2 Beautiful waterfall on left; looks like a good fishing hole.

88.4 Ford river, rock bottom; road crosses to left side stream.

89.0 Road construction camp on right.

89.2 Ford river, shallow; road follows to right side.

89.7 School and cemetery on right.

89.9 Ford river, rock bottom, rough; road follows to left.

90.1 Ford creek; road rough.

91.2 Ford river; rocky.

91.5 Mountains Home; for about 12 miles in this direction the road is under construction, with rough going two miles.

95.9 Putting in new concrete bridge, 50-foot span across dry creek, on new alignment of road on right.

GOOD ROAD FROM HERE ON.

101.3 Road gets better.

102.2 Fine gravel road.

104.0 Kerrville-Kimble County line; fine gravel road; you can't get off the highway into Junction unless you jump the fence.

108.9 Excellent gravel road.

114.6 Ford creek, concrete bottom, smooth, very shallow; there is some land in cultivation in this section.

115.5 Ford river, smooth concrete bottom, very shallow; a beautiful scenic drive.

118.8 Cross creek on low concrete bridge.

118.0 School on left.

118.3 Segovia postoffice.

119.0 Concrete drainage structure across dry creek.

120.2 Concrete low bridge across river, 50 foot span.

121.9 Concrete low bridge across river, 49-foot span.

122.0 Considerable farming in the valley.

125.3 Dangerous curve over the divide; drive slowly.

128.0 Keep straight ahead; road to right goes to Mason, 4 1/2 miles.

129.3 Beautiful view, especially at sunset, showing river, valley, mountains, town of Junction, but it is a dangerous curve, so if you want to see the view, stop the car.

129.7 Steel bridge, 600-foot span across Llano River.

129.8 Well equipped campsite at left by bridge.

130.2 Junction elevation 2,150 feet. (It was 2,300 on the divide.)

It is surprising to find such an enterprising little town as Junction situated in these hills, without rail connections.