

2 1/2 pages
or 14 pages
(orig. copy)

Member
A REPORT TO OLD SPANISH TRAIL REGION OF TEXAS
and a
CALL TO ACTION
* * *

The time has come when all friends of the Old Spanish Trail must act to save it from disaster.

In three years this highway system has been developed from a mere dream without any substantial support or recognition, until today it is nationally recognized as of first importance, and embraces 4000 miles in its main and tributary trunklines. It has cost three years of toil and sacrifice by men who have given unselfishly. At first only a little group of San Antonians and West Texans sustained the work, while elsewhere along the route claimed there were various other highway associations securing support of the people, and in ten or more sections this highway has been marked by other claimants. In other sections indifference prevented support to the OST movement.

Great physical difficulties, many of which still exist, also discouraged interest, and made the dream of a connected highway across the continent seem unreal. Communities, and even states, stood for policies and inaugurated construction programs that would have left the Old Spanish Trail, as projected, broken and discredited. In Texas the OST trunklines are natural state highways; in several other states the state interest is so remote ^{and extensive, primitive and undeveloped country,} that an active co-ordination of local, interstate and national forces was necessary to establish recognition and aid from the states.

WEATHERING STORMS

(See under)

... growing thru 1921 because the Managing Director gave all his time and a few but \$750 00 for services, and merchants in San Antonio gave credits when they couldn't give cash. In the fall of 1921 the storms were weathered, moneys began to come in, accounts were being reduced, and 1922 was at hand with membership-renewals due and the prestige of clean conduct to assure adequate income for all proper purposes, and for those merchants and men whose good-will had saved the work. New memberships, too, were expected in considerable volume, for the constant efforts to unify interest from the Atlantic to the Pacific was having its effect, and support was broadening. The marking in Texas, exceeding a thousand miles, had been accomplished in the midst of the general depression, and less than this a thousand miles remained to reach St. Augustine with improved conditions to put it over. One hundred and twenty miles remained to be marked in Texas, and some sections needed improving. Time was ripe for maps and service to travelers and this was planned in December 1921 for early attention in 1922. The year 1922 promised easy and important progress, and this faith is proven ^{sustained} by the memberships signed this year, and the moneys secured for the travel-service maps.

EAST FINANCES WORK THERE AND AT WASHINGTON

Leaving all these asset-values to the San Antonio office for current expenses and for the payment of the standing accounts, with understandings that new work should supply its own costs, and asking no moneys for himself, the Managing Director left January 2, 1922 for the East where conditions were keeping the project a broken and unrecognized highway. There was no organization in the East, The eastern road-building problems are hard. State highway maps were being prepared for the Federal Road Bureau with sections of the Old Spanish Trail not included, or else included with secondary rating. Federal aid was denied on an important section, ^{and they were all this a condition precedent to a general ~~by the~~ ^{by these}}

Indifference greeted the Managing Director at first, then those people rallied with fine earnestness. In March a Four-State Conference was held at Mobile, and a greater one planned for 1923. The East then was supplying funds for expensive ~~work~~ administrative work, then it supplied the funds for the Managing Director's work at Washington where the Old Spanish Trail was finally placed on all state maps for primary attention and as a part of the federal system -- and where the War Department maps and the OST system were brought into accord and a statement issued by the War Department that this highway and its borderland connections were now a part of the plans for national defense -- and where senators and congressmen and other national leaders joined in declarations asserting the