

traffic thru Zapata for nearly a week when we got there. We were the pioneers that worked out way thru the mud and water gulleys and ditches, and everything of the kind you can imagine.

We didn't have a single "grouch" in the bunch, even Colonel Jadwin who is past 60 was just as young as anybody in the crowd, and always saw the bright side of every mud hole and creek and all other disappointing and unpleasant things. The entire party were all good sports and never uttered a grunt. We were on the job from around 6:30 or seven in the morning until 11:45 to one at night, but they were all tickled to death with the proposition and when we got to Laredo even Losh, the Federal District Engineer, offered to go back to Zapata and Starr Counties with me, if I thought it was worth while, and help me get the bond issues over. Captain Fauntleroy and Judge McGrory also tendered their services.

Colonel Jadwin was called by wire to New Orleans on some official business in connection with the Mississippi River overflow and he left Laredo Saturday night by train.

As to the publicity, we simply got a barrel of it. The Associated Press was carrying the stuff and all the presses seemed to consider it one of the biggest news stories going.

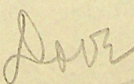
The enclosed is a copy of my report that I am making to the people along the route and I believe that it covers practically everything I have left out in this letter. I expect to be back to the office by Saturday night or Monday at the outside.

Your letter of the 6th looks mighty good from a financial standpoint. I hope you will be successful in getting in all of those memberships you mention.

I am going to try to get the Brownsville division to come in with their other 50% and I believe I will be fairly successful.

I am going to make my plans to start the inspection of the route to the Davis Mountains in about two weeks and I will follow that up with a membership campaign.

Very truly yours,



DEC:AH