

2 We should now try to frame a budget and thereby lay Headquarters under instructions, and the states under some fair distribution of the costs, and give Headquarters a working force that can render more constant service. Yet a budget to bind various states, counties, cities and towns has heretofore always failed, and men have had to serve without salary to hold the work together. In a word, before a budget is possible there must be a cohesive national organization with strength enough to insure the revenues, or else we must set aside a sufficient fund to insure a properly functioning Headquarters force, then the Managing Director can give time more freely to organization building.

The lowest possible Headquarters force would be (1) an auditor and office manager to keep the books, manage the office, and keep constant touch with members, and (2) a publicity man, who also would help keep news flowing out to members, and (3) a stenographer. A minimum of \$10,000 is needed for this.

3 We should plan to introduce a law in every state, and organize to put it thru, to give authority to Highway Commissions to designate the names of a highway and to sanction the marking. In this way the promoters can be controlled and legitimate highway projects protected. Some northern states have such a law. This OST is becoming very attractive to preying promoters and parasitic highway movements.

4 Another law is suggested to empower Highway Commissions to keep advertising off state and federal aid highways. This is the beginning of any movement for beautifying highways.

5 Woman's work lies in beautifying the roadside. With laws to control the designation of, and marking, and advertising on, highways, the women can go forward to splendid achievement in beautifying.

6 We should pass on the trunkline system that has been developed, and pass judgment on extensions that are in mind, and also authorize and finance a complete map. Decision as to routes belongs to the B of D but members should be encouraged to express themselves in convention. This work is threatening to degenerate into conditions where individuals decide what shall constitute the OST system.

7 We should consider questions relating to the proposed extension to Mexico City, and the proposed connection with Tampa, Florida---the Tampa to Tampico trunkline around the Gulf, connecting the eastern and western Spanish gateways.

8 There are adjustments necessary with the Dixie Highway in Florida to prevent confusion and conflict. The Managing Director attended the Dixie Highway convention in Jacksonville, May 26-27, and they voted their part of this adjustment subject to acceptance by the OST Association.

9 We should plan a continuing publicity movement to "sell" the Old Spanish Trail and its territory to the people of the United States Canada and Mexico.

Additionally, months of time and many hundreds of dollars have been spent in research and writing the old Spanish story of those 300 years from St. Augustine and Tampa to San Diego and Los Angeles and to Mexico City. This also should be finished and that romance used to draw people to the OST territory.

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