

Zero Monuments

TOP, SAN ANTONIO, TEXAS
BOTTOM, SAN DIEGO, CALIF.

A third monument is to be placed at St. Augustine, Florida. The Exchange Club of St. Augustine has this in charge and a monument worthy of the "Ancient City" will be provided and dedicated with splendid ceremonies.

The zero stone at San Diego was dedicated 1923 by an address of President Coolidge read by Col. Ed Fletcher of San Diego.

The zero stone at San Antonio was dedicated 1924 by Gov. Pat Neff, city, state, federal and army officials, women's clubs and the Old Freighters Association.

As the highway is built on its permanent location mileposts of historical significance will be placed.

FERRIES AND TOLLS

St. Johns River, Jacksonville, Fla., toll bridge.

Nunez toll bridge, Florida-Alabama line, Perdido River, 50c, night and day. Free bridge under construction.

Cochran Bridge across Mobile Bay \$1.00 for automobile and driver. Extra passengers 10c each.

Pascagoula River, Miss., 50c. Continuous ferry day and night. Bridge to be completed fall 1927.

Bay of St. Louis, Miss., 75c. Ferry on hourly schedule until midnight. Bridge to be completed fall 1927.

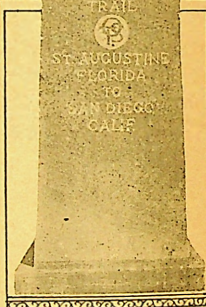
Rigolets and Chef Menteur, east of New Orleans, 75c and 50c, essentially continuous night and day.

Mississippi River, New Orleans, 20c to 40c. Continuous.

Berwick Bay at Morgan City, La., 35c. Continuous.

Sabine River, Louisiana-Texas line, 75c to \$1.00. Bridge will be completed by October 1927.

See also pages 10 to 35.



The Old Spanish Trail is now essentially an all-year, all-weather highway from St. Augustine to San Diego. It is well maintained and is being improved continually. This year there have been numerous road, bridge and paving completions; most of them of unusual cost and of several years construction period. Travel has suffered in these sections but now fine driving is enjoyed. Several more big projects will be completed this fall.

Western Section—San Antonio to San Diego

The western section, San Antonio to San Diego, is 31% paved; the remainder is good gravel or other improved surface, well maintained. This is a dry area with sunshine, hills, mountains and deserts, natural drainage and natural gravels. There are some short sections west not up to good standard for wet weather but distress rarely occurs for dry weather prevails and those sections then are fine, fast driving. When a storm does occur in the West it is apt to be heavy, caution then should be observed in all sections. \$16,000,000 have been spent in the western section.

Eastern Section—St. Augustine to San Antonio

The eastern section, San Antonio to St. Augustine, is 42% paved. The remainder is good gravel, sand clay or other improved surface and well maintained except in Baldwin County, Alabama, and in Ft. Bend County, Texas, where distress is possible in wet weather. The Ft. Bend County section has a paved and gravel detour nearly completed. The East is financed now for paving two-thirds of its mileage and the work is in progress; the roadbeds are well seasoned and ready.

Seven ferries remain but the Sabine River bridge at Orange, Texas, will be completed by October; the two bridges in Mississippi, at Pascagoula and Bay St. Louis, should be completed this year; the bridge across Lake Pontchartrain east of New Orleans will be completed by January 1st, then only two ferries will remain between the Atlantic and the Pacific, the Mississippi River at New Orleans and Berwick Bay at Morgan City, La. The Mississippi River bridge is financed and it is believed construction will soon begin; it will cost \$10,000,000.

The East has 50 to 60 inches rainfall. The highway crosses the rivers and bays near the Gulf of Mexico; two-thirds of the drainage waters of the continent are crossed in this eastern section. Long and expensive bridges, numerous drainage structures and paved or gravel roads have been necessary to create an unbroken and all-weather highway. \$54,000,000 have now been spent on this section or appropriated for construction in progress.

Travel Service

Permanent marking is now being installed; it will be the most attractive and complete of any national highway. Hotels, garages, service stations, auto camps and other travel comforts are always best on a national trunkline like this. These are very good along the Old Spanish Trail and improving constantly. The Descriptive Log which follows carries details.