Crusaders-5

The Congressional Declaration

Ten miles across Mobile Bay.... Three and a half miles across Escambia Bay near Pensacola and four miles of other bridges in North Florida.... Seven miles across fascagoula River and Biloxi Bay and the Bay of St. Louis in Mississippi, and twenty-five miles of seawall along the Guif Coast.... Fifteen miles across the Pearl River basins and the foot of Lake Pontchartrain in Louisians east of New Orleans...One hundred miles of 'ississippi River delta, and the 'ississippi River itself, west of New Orleans----these were the unprecedented construction problems in the East. Building a road, which in northern States is a major cost was

West from New Orleans, to the Pacific Coast, local funds were being voted from 1919 on, but no State was yet cooperating satisfactorily with State and Federal funds. The Texas State engineer in 1922 declared no construction of primary type could be undertaken until it was assured all the States would construct their sectors.

The Washington Work

May 1922 had arrived. # Sturdy band; of crusaders were active at Mobile, at Pensacola, and adamathen Mississippi Coast, but no construction was in sight. Then at a little meeting at the Battle House in Mobile, S. H. Peck again led out. "We are realizing these questions must be solved at "ashington," he said. "If you men will stand by me I will give Harral Ayres the funds and let him go. We cannot solve these problems here." Mr. Peck handed over \$900 that afternoon. If The Director made a brief trip back to the San Antonic office, the first return since New Year's day, then jumped to the Dixie Highway convention at Jacksonville, Florida, and was in Washington about June first. Senator Craft and others fortified him with letters. Senators and Congressmen at Washington, still notable in national affairs, soon were cooperating actively. Senator Underwood, then Democratic leader; Congressman McDuffle of Alabama, now Democratic whip; and Congressman Wurzbach of San Antonio, gave the service of their offices and their secretaries. A tribute is due those secretaries for their helpfulness. A month and a half were spent in Washington in unceasing labors, such as everyone knows who is familiar with affairs at the national capital. Most of the far-southern senators and congressmen aided.

Special conferences were opened at the War Department. The Department was preparing a war map of highways needed for national defense, as information for the Federal and State highway officials who then were beginning to formulate the national system of highways. The Old Spanish Trail in the East, but highways connecting those southern waterways would not be bridged for many years and the Federal Road Bureau officials at Washington frankly expressed the same opinion. This was the same old glaim, that north-south highways were the proper ouldets. The army road map, then half completed, was laid aside and the Old Spanish Trail project because a blaid consideration from a military and an engineering standpoint. By July a series of understandings had been formulated and several unusual declarations flashed over the wires from Washington...and from then on construction of the Old Spanish Trail swept forward. Millions and millions of dollars flowed into great bridges and payed reads.

These therein Washington Declarations follow; :

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Crussders-3

Orusadars--- & 4

Highway Officials Salting at Costs

Tot along were the eastern people staggered with their problems but the State "Aghway departments, now coming into power. Were refusing to recognize numorous acetions of the highway as mapped. They said they could not be finarand that forms specifical involved engineering rubbles that were too serious. "With this official attitude an overland trunkline saisted only on paper and primary type construction was headly possible anywhere until comicts designation was officially established. This was the condition as 1921 anded, so the usary 5, 1922, and from that only began the struggle to establish the old Spanish Tavial as an interestate und actional project.

The Eastern Work of 1922

Diami prospects were indicated at Notile. A convention had been held at Oilfport, Masiasippi, a year previously, Jänuary 26-29, 1921, and no headway and apparent towned eastern constitution. Mohile Say, ten miles wide, was but ano of a number of buys to be presend. Now, on the Director's arrival, it was found Obile mas building a concrete read northward, following the bay and and arriver countee. Franceoin was Mikawise building a concrete read northward. Other arriver countee. Managend the Mikawise building a concrete read northward. Other John Craft, of Vobile, with friendly inferent colled as the Managing Director and arged him to state satern work somewhere alse, saying conditions in that there for fract also a worker of that alght inanamis then be started. Senwhore fract Director state and of that alght inanamis then be started. Senthere craft was also a womber of the State hickway decominants. To bide aredit, whon the Director state and yokile and began to build up interest, he cooperated

The first step was to induce 3 i. Seck, owner of the fattle Mause hotel, to invite the outstanding teaders of Mobils to an evening dinner. Most trenky scheres around the big table and until statists all phases of the eastern problems were discussed. Then followed wasks of conferences, irrevels, progress and discoursegements. A conference of the lasters and officials of the eastern attacks, budstare, Mismissiph, Alabam and Florida, mas decided upon. Earch 20-21, 1922 at that four-State Conference three gathered higher officials of the seatern 'Wolla by was attached by the Alabam higher your states, budstare and county, and the orthous and the lasters. They ally marshaled their program. Wildsine' 'Wolla by was attached by the Alabam higher your states in official reconition for the old Spando Frail is the East was statelised. This was importoney program but no more was in sight to buildge the Bayger to undertake the general eastern program. Such conference on officials is east possible for years to come. One State sharkan aff, "It will be political scutcide for us to same such more how." Another State sclued cooperation, stated for us to same such more, " another State refused acoperation, stated for us to same such more, and the built to will be political atorna, A doren states and work now." Another State refused acoperation, starma, A doren states and work now."

Other serious factors entered. Up-state people were insisting a transcontheorial trankline bould be built guiders and cheaper through Montgomery, Jackson, Shreveport, Dallas, wastward-now U.S. Mighway 20-and they argued this would asive all the people better, and that southern efficie sould have bighways built northward to such trunkline. Later, at Washington, the same reasoning had to be met. Some Old Spanish Trail effices were also favoring this policy; they insisted their first meet was highways from the North to rest.

These arguments give an indication of the hundred and one problems that faced the crushing groups that were coming to the front in that country.