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Ten miles across Mobile Bay...Three and a half miles across Escambia Bay near penenceds and four miles of other bridges in North Florida. ...Seven miles across Paceagola River and Elionia Bay and the feet of the Bay of St. leute in Market part and transpection and several same across the transpective miles of seawall along the Gulf Coast....Tifteen miles across the Feet River beather and the foot of Lake Pontehartrain in Moreisans ask of New Orleans...One hundred miles of Wissasskey hiver delta, and the lastestpat liver title west of New Orleans—these were the unprecedented committee problems in the Seat. Building a road, which in northern States is a major cost was in this country a minor problem.

West from New Orleans, to the Pacific Ocast, local funds were being voted, from 1919 on, but no State was yet cooperating satisfactorily with State and Federal funds. The Tomes State engineer in 1922 declared no construction of pulsary 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 Penescola, and singuithen Mississis along the Missississi Conet but no construction was in sight. Then at a little weeting at the Sattle House in Mobile. 5. H. Peck again led out. "We are realizing these questions must be solved at Washington," he said. "If you men will stend by me i will give Harral Ayres the funds and let him go. "We cannot solve these problems here." Mr. Peek handed over 1900 that afternoon. The Director made a brief tric back to the San Antonio office, the first return since New Year's day, then jurned 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 white; and Congressmen Mursbach 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 uncessing lagoriten and te evisite with refliger who is temilier with effects at the national capital. Most of the fer-southern senstors and congressmen aided.

Special conferences were opened at the War Department, the Department was preparing a war use of highways needed for pational defense, as information for the Federal and State highway officials who then were beginning to forwaltate the national system of highways. The Old Spanish Trail in the seat, but highways connecting those seasont cities dictional were already mapped. The seat, but highways believed those cassort cities dictional at seathment of the many years and the believed those courterns we asknown of the season of ficials at seathment of trails are were the proper without this was the same old diaim, that north-south highways were the proper witheter from any road may, then half completed, was laid saide and the Old Spanish Trail project. By May a senies of understandings ind been formalished and several unusual deplacetions flashed over the wires from manington...and from them on construction of the Old Spanish Trail mergh forward. Millions and millions of dollars flowed into great bridges and poved roads.

These danks Washington Declarations follows:

The Congressional Declaration

Signed at Washington, June 1922

"\( \text{\text{WThe primary military importance of this highway is evidenced by the fact that it embraces all the extensive military, naval and air defenses and depots of the Gulf Coast and of the Mexican border, and that it connects these with the defenses of the South Halmite and the South Pacific seaboards. There is a larger concentration of national defenses and supplies on this highway than any other in the land. The War Department asks for the construction of this highway and its border connections.

\*\* Therefore, in the public interest and for the sake of the all-the-year service this highway will render to the travelers of the nation, and for its value to the military arms of the government, general co-operation and effort are urged to complete it from sea to sea in type and character equal to the service it will be called upon to render."

Signed:

Senators of Old Scanish Trail States -- Oscar Underwood, John Sharp Williams, Pat Harrison, C.A.Culberson, J.Thomas Heflin, Park Trammell, Duncan U. Fletcher, Joseph E. Ransdell, Morris Sheppard, E.S.Broussard.

Congressmen of Old Spanish Trail districts--John McDuffie, John N. Garner, John C. Box, Clay Stone Briggs, Harry M. Wurzbach, Joseph J. Mansfield, C.B. Hudspeth, James O'Connor, L. Lazaro, W.P. Martin, J.H. Smithwick, Frank Clark, John B. Tyson, Paul B. Johnson, H. Garland Dunre.

War Department Declaration

Signed July 7, 1922 by J.M.Wainright, Acting Secretary of War, Mashington, D.C.

"The highway from Pensacola through Mobile to New Orleans is considered by the War Department of first importance, and its early completion in accordance with federal standards, including necessary bridges, is urged in the interest of national defense. A standard federal highway between Pensacola and Jacksonville is also considered important.

"In Texas the following trunk highways are considered essential from the standpoint of military operations along the border: San Antonio to the lower Rio Grande Valley; San Antonio to Laredo; San Antonio to Del Rio, with branch read