

THE CITY OF SAN ANTONIO

Prepared by the Chamber of Commerce

It is a far cry from the little Indian settlement by the San Antonio River in 1690 to the modern industrial city of San Antonio of 1925 with its 225,000 inhabitants, (300,000 in the county) yet the modern, hustling giant among southern cities still retains much of that historic and romantic background which has become a heritage. Here are located the Alamo, sacred shrine of Texas' independence, and the other missions rich in interest as monuments to the first civilization in the great Southwest.

San Antonio, largest city in the largest State in the Union, gateway of trade and commerce with Mexico, Central and South America and the West Indies, boasts of a population which is 92 per cent native whites; 49 public and 37 private schools with an enrollment of more than 41,000 pupils; 77 churches; two Y. M. C. A. buildings; one Y. W. C. A.; more actual home owners than perhaps any other large city in America, average value \$6,500. The special attention given to landscaping makes the residential districts never-to-be-forgotten beauty spots.

The City covers an area of 36 sq. mi. through which winds the San Antonio River and San Pedro Springs Creek spanned within city limits by 86 modern bridges. San Antonio is 700 ft. above sea level and has 15 main highways leading into and out of the city. 179 mi. of paved streets; 32 parks and pleasure grounds; more than 11,000 acres; one municipal golf course, three country club courses; six polo fields; eight base ball fields; 16 municipal tennis courts; four municipal bathing pools; municipal tourist camp; pistol, target and scatter-gun ranges within the city limits; all operated by the City free of cost.

San Antonio is served by seven railways, four of which are trunklines: Missouri-Kansas-Texas; Missouri-Pacific-I.-G.N.; Southern Pacific; San Antonio & Aransas Pass; San Antonio, Uvalde & Gulf; San Antonio Southern and Fredericksburg & Northern; with two other lines projected for the immediate future. Upon the completion in 1925 of the new deep-water port at Corpus Christi, 150 miles from San Antonio, manufacturers and jobbers of the Alamo City will secure advantage of lower commodity rates. San Antonio is now many miles nearer the markets of Mexico, Central and South America than any competing city, and is the logical distributing point for this export business.

San Antonio's trade territory embraces 160 counties with a population estimated at 2,000,000 persons. San Antonio is 600 miles from El Paso, 300 miles from Dallas and Fort Worth, and 211 miles from Houston.

San Antonio, with a \$4,500,000 bond issue for public improvements to be spent this year and in 1926, has the lowest per capita cost of government of any city in Texas; San Antonio, 329.63; Fort Worth, 339.98; Dallas, 349.26; Waco, 411.14.

An average of ten homes each day are being built in San Antonio at an average cost of more than \$3,000, a total for the year of \$1,500,000. The building program for 1925 also includes: new hotels, \$2,350,000; additions to present hotels (contracts let) \$1,500,000; apartments \$75,000; office buildings, \$3,000,000; industrial plants, \$500,000; Municipal, five fire stations, \$150,000; municipal auditorium \$800,000; addition to court house, \$1,000,000; street widening and paving, \$700,000; flood prevention program, \$2,800,000—a grand total of \$14,375,000.

San Antonio has not for a long while faced an unemployment situation and future building plans preclude such a calamity in this section, as all of San Antonio's trade territory is growing at a rate never equaled by any other section of the Nation.

With realty transfers for 1924 at \$23,330,937, tax assessments at \$188,202,180, post office receipts at \$1,051,490, with 27 National, savings of \$425,014,969; abundant pure artesian water for all purposes, adequate supply of natural gas for domestic and industrial purposes, and low rates for electricity for lighting and power; with a rapidly developing contiguous territory, and with its historical and romantic background, San Antonio is to witness its greatest development within the coming three years.

LARGE SPRINGS CENTRAL WEST TEXAS

Records U. S. Geological Survey and Other Authorities

Central West Texas is notable for its large springs breaking thru varied rock formations and the spring-water streams leaping down the rocky barriers or resting in a placid pool and shaded with virgin groves of trees. The country is rugged and mountainous with elevations ranging from two to eight thousand feet. It is a natural playground. The Old Spanish Trail runs thru the center of it. Vacation and tourist camps are developing, open all the year due to the attractive climate. The Heart of the Hills Fish Hatchery, planned by the State to be the greatest fishery in the United States, is being built in a spring-water valley along the Old Spanish Trail between Kerrville and Junction. Streams will be kept stocked.

GALLONS PER DAY
Lowest Highest

San Antonio Springs at Brackenridge Park, San Antonio. Record covers 6 yrs. and 8 mos. and also miscellaneous measurements. Headwaters San Antonio River	0	120,700,000
San Pedro Springs, San Pedro Park, San Antonio. No record.		
Comal Springs at Landa Park, New Braunfels. 15 measurements. Headwaters of Comal River	173,016,000	250,400,000
San Marcos Springs at San Marcos. Record covers 6 yrs. and 3 mos. and also miscellaneous measurements. Headwaters of San Marcos River	45,600,000	194,400,000
Barton Springs at Austin. Record covers 17 mos. plus 76 measurements	7,775,000	90,072,000
Comanche Springs at Ft. Stockton. 5 measurements. Irrigate 6250 A.	27,216,000	42,768,000
Leon Springs 9 mi. west of Ft. Stockton. Irrigate 3000 A.	(Daily average about 16,000,000 gallons)	
San Solomon Springs at Balmorhea. Figures by irrigation officials	(Daily average 18,000,000 gallons)	
Phantom Springs at Balmorhea. Figures by irrigation officials at Balmorhea	(Daily average 8,000,000 gallons)	
Las Moras Springs at Brackettville. 5 measurements	7,128,000	35,880,000
San Felipe Springs at Del Rio. 8 measurements	55,050,000	97,200,000
Goodenough Springs 12 mi. S. E. of Comstock. 5 measurements	117,288,000	165,888,000
Pecan Springs 15 mi. below Juno; about 50 mi. south of Sonora and Ozona. Part of headwaters of Devil's River. Springs and river strikingly beautiful. River flow record at Baker crossing	(Daily average about 64,800,000 gallons)	
Seven-Hundred Springs, 20 mi. south of Junction. Some say seven thousand springs. They are rocks, ferns and shrubs. Part of the headwaters of the South Liano River.		
Frio Canyons between Junction and Uvalde. Canyons, grottos and bluffs of picturesque formation by the mystery of past ages of erosion. Countless springs form the Frio River. This river runs southward while the Liano near by starts northward.		
Ft. Terret Springs, west of Roosevelt. Large flow. Headwaters North Liano River. The OST crosses these clear waters many times thru groves and hills east and west of Roosevelt.		
Live Oak Springs forming Live Oak Creek. OST crossing 34.7 mi. west of Ozona.		
Salado, Escondido and Tunas springs along the OST between Sheffield and Ft. Stockton. Old Indian Springs and stage stations.		

The clear spring-water rivers of West Texas are the San Antonio, Guadalupe, Medina, Frio, Conchos, Devils, North and South Liano, San Saba, Concho, Pedernales, Blanco, San Marcos and Comal. An item of additional interest is that these rivers except one carry Spanish names. Spanish names are characteristic of the Spanish Trail territory.

CARE COLLECTING DATA

Unusual care is exercised in all the data published by the Old Spanish Trail Association. The real purpose is missed unless the Spanish names are carefully stated. Many thousands of miles of auto travel are expended seeking the correct spelling. The most appreciable are expended seeking the correct spelling. We want OST printed matter always to be dependable.

TOURIST CAMPS

By the Department of Beautification, Mrs. Henry Drought, Director-General

The remarkable growth of the automobile travel movement has already developed need for well-regulated camps, rest rooms and comforts for men, women and children. The country hotels have not yet advanced to meet the change. Quite generally they were built long ago for limited patronage. A few cars of tourists fill those hotels and dissatisfaction is often expressed. The country restaurant also is deficient in the cities good hotel service is always available. Nice camps in the rural communities are appreciated. Lavatories and restful places are essential. Women and children particularly should be remembered. A caretaker and a notice for registration and for the sale of fuel and camp needs are advised. Give good service and charge 25c or 50c are also advised; the supervision, protection, cleanliness and comforts repay for the charge.

Camps harboring hundreds of visitors are not unusual. Attention to tourists at Schulenburg, Texas, have been such that, according to records, over 5000 cars carrying over 18,000 people stopped at that camp in 1923.

DESIRABLE PROVISIONS

Good water. Camp grates or ovens. Wood, or gas and quarter meters. Comfortable toilet facilities. Bathing pool or shower baths. Auto laundry rack. Rack for burning garbage and trash and receptacle for tin cans. Tables, benches and lights around the cooking and eating quarters. A brush or wind-covered arbor with comfortable seats will provide shade and comforts even though you have a good grove. A pavilion or lodge as a storm shelter and for other conveniences. Comforts and lights where the women can attend to family cares. Signs to camp. Carceter.

CLEANLINESS AND SANITATION IMPORTANT

By all means keep sanitation, neatness and cleanliness well in hand. Travelers are quick to condemn the lack of these and to pass the word along to keep away from unsanitary or unclean camps. Don't have open privies if it can be avoided. They are a nuisance. Where nothing better is possible, lime or some other disinfectant should be provided to keep them as sanitary as possible. Paint your woodwork white. It is a constant suggestion to cleanliness. Don't have advertising around your camp. It cheapens the place. Build up good-will and the numbers that come will increase, and when they go they will scatter words of friendliness.

VACATION CAMPS

Another kind of camp is possible in places of unusual attraction. Little cabins may be built and furnished to be rented at \$10 a day and upward, and a central lodge established where meals can be served. This permits people to get in their cars or travel by train and go to some place and "rough it" at small expense. There are many people who want to get away from the city for a few days and enjoy the woods and streams. These camps should be financially self-sustaining.

COMBINATION CAMPS

Some places are combinations of Tourist Camps, Vacation Camps and of Amusement Parks. Where such camps or parks are on an important trunkline, auto parties flow in from a wide territory. The attractions depend in part on the natural opportunities for entertainment and relaxation and on the conveniences provided. At one park in Texas, auto parties are so numerous special parking grounds are provided with traffic officers in charge. More than 2000 parked cars have frequently been counted Sundays and week-days. There is a swimming pool fitted for all sorts of sport; also both houses and log boxes, promenade, benches, pavilions, children's playgrounds, dance floor, tents, tent floors for parties with their own equipment, cabins, sleeping rooms, boats, canoes, restaurant, drinks, etc. Such parks attract and care for the tourists, the week-end party, or the pleasure seeker of a day or evening.

CLASSES OF CAMPERS

The foregoing are simply for suggestion. Experience will teach many things. The basic thoughts to keep in mind are—(1) There is a class of well-to-do auto owners who are off for a week-end party or on a week-end hunt, and they desire nice surroundings and comforts; (2) There is a large mass of men and women who take two or three weeks of vacation annually, and who want to spend that vacation in the country, but they must have locations where they can rest their sleeping accommodations and be free of cooking problems and have opportunities for sport, relaxation and entertainment; (3) There is that ever-increasing transient class of auto travelers. People find these are an asset to every community and wherever they are placed along and the facilities for their comfort the word will continually spread and the camp will be popular; (4) There is also a class of wanderers who are living largely in the public camps, and others who litter and muck up the camp. These are not assets.

PRESERVING ROADSIDE BEAUTIES

The Creed of the Trail

THE BEAUTY of Nature lies as out on the old highway. Where Nature is undisturbed there we find pleasure; where destruction rules we find regret.

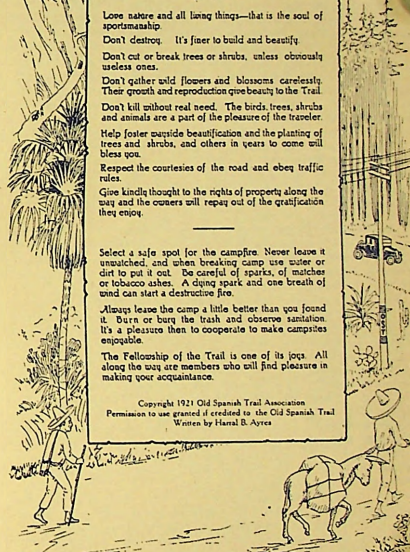
Along the Old Spanish Trail are the riches of history, legend, scenic and natural beauty. Many are working to preserve these for all time. Out of the goodwill of the friends of the Trail will come a great highway with pleasure and profit accruing to everyone.

Love nature and all living things—that is the soul of sportsmanship.
Don't destroy. If finer to build and beautify.
Don't cut or break trees or shrubs, unless obviously useless ones.
Don't gather wild flowers and blossoms carelessly. Their growth and reproduction give beauty to the Trail.
Don't kill without real need. The birds, trees and animals are a part of the pleasure of the traveler.
Help foster roadside beautification and the planting of trees and shrubs, and others in regard to traffic will best not.
Respect the courtesies of the road and obey traffic rules.
Give kindly thought to the rights of property along the way and the owners will repay out of the gratification they enjoy.

Select a safe spot for the campfire. Never leave it unwatched, and when breaking camp use water or dirt to put it out. Be careful of sparks, of matches or tobacco ashes. A flying spark and one breath of wind can start a destructive fire.
Always leave the camp a little better than you found it. Burn or bury the trash and observe sanitation. It is his pleasure then to cooperate to make camps enjoyable.

The Fellowship of the Trail is one of its joys. All along the way are members who will find pleasure in making your acquaintance.

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Written by Hans R. Ayres



In the work of preserving and promoting roadside beauties sixteen truckloads of advertising signs have been removed from the San Antonio section of the Old Spanish Trail. Many truckloads have been removed from other sections of the highway, and the work is spreading. Property owners and merchants are agreeing to stop billboard advertising. The Old Spanish Trail from San Antonio to Boerne is to be made 100 feet wide, property entrances and fences will be improved, county lines marked, and the landscape beauties preserved. The highway and county officials and the maintenance crews are carrying on the work in their departments. The Women's Club of San Antonio and the club women of Boerne are sponsors for the work in their district. The Old Spanish Trail Department of Beautification is finding the interest very general and sincere.