

a free man in a free country the American has not been bound by any tradition or precedent that it was "not proper or could not be done." He wanted to fly and he did it. But aeroplanes were too expensive for ordinary man, so Henry Ford, obeying the law that necessity is the mother of invention, created the "Flivver"—a cross between a "Flyer" and a "Lighter." The lighting so often and so hard being distasteful to this same American he has started, out of this necessity, to create a remedy and he is going to take the rattle and the bounce out of this "Flivver," whether he can read or write or not or whether it costs twenty-five millions or twenty-five billions of dollars—such is America and the American; he may be bound for perdition, but it is evident that he is on his way and the only thing that can stop him or even halt him for breath on this good road program is for some supergenius to go the immortal Henry one better and build a real honest-to-goodness "Flying Flivver" that sells for \$395, f. o. b. Detroit, that soars aloft and needs neither road or Highway Department.

—OST—

In addressing the convention State Comptroller Lon A. Smith who is also president of the Jefferson Davis Highway, said:

"If I should announce a theme for discussion today, my friends, it would be 'Optimism of Faith and Devotion of Service.'

"I am led to this thought by the faith, service and sacrifice of the Franciscan and Jesuits who blazed the route of the Spanish Trail from the Everglades of Florida through the States of song, tradition and story to the shores of California, kissed by the singing waves of the majestic Pacific; a land which smiles beneath the glories of a soft Southern sun, and presents to the eye of the traveler myriads of clear crystal lakes, rivaling in beauty those to be found in the playground of Europe; a flora peculiar to this section, not surpassed in variety by any country on the globe; a fauna inviting to Nimrod, and denizens of the water interesting to disciples of Ike Walton. Mocking bird and nightingale, representative songsters of feathered tribes, regale the hours with cadences of joyous note. Tall, sombre pines, sentinels of boundless forests, yielding wealth to the axe of the woodman; fields of ripening rice, waving sugar cane, fleecy cotton, expanse of prairies, towering mountains, verdant plains, singing waterfalls, smiling landscapes, crystal streams, populous cities, a country of wealth beneath which lies subterranean lanes of golden oil; a land of glorious history, of proud traditions, sweet romances, entrancing legends, abounding in sentiment inspiring, inviting with promises of greater glory, a veritable panorama of loveliness, beauty and sublimity.

Highway to Traverse Land

"It is through this country that the people of the proudest nation on earth will construct a highway connecting the clime of the East with the setting sun of the West, traversing a land made sacred by explorer, poet, priest and preacher. The land of Spanish splendor and French devotion, the land of Cavalier and Conqueror traversed by Cortez and Pizarro, Ponce de Leon and DeSoto, Coronado and LaSalle, Narvaeth and DeVaca; a land made sacred by a Longfellow and a Father Ryan in the sentiment of Evangeline and The Land We Love; a land revealing yet, after a period of almost five centuries, in plaza and mission, the throbbing heart of

Spanish endeavor and French optimism as they conquered streams, climbed mountain and explored deserts, braved hardships, limited only by human endurance, as they dreamed of gold and glory. A land later hallowed by the baptism of blood of such patriots as Fannin, Milam, Bowie, Crockett and Travis.

Voice of Past, Calls to Task

"Voices of the past call us to the task of constructing this highway. The present invites us to complete the enterprise. The future will sing of our endeavors and accomplishments, for heroic deed; of men are not forgotten by posterity. Millions will traverse this highway. It will be as famous as the Appian Way constructed by Appius Claudius more than three centuries before Christ, which is today a monument to the courage and judgment of a powerful people. We will build our 985 miles. Optimism of Faith and Devotion of Service will win."

—OST—

Fred M. Herndon, special staff correspondent of the San Antonio Express, in reporting from the convention site to his paper wrote:

LIMPIA CANYON, Davis Mountains, Tex., July 3.—Awakened by the song of myriad mocking birds, the Old Spanish Trail motor camping party arose this morning from a refreshing slumber, eager for the morning horseback ride through the canyons of the proposed National park, saddle horses being furnished the party by citizens and ranchmen of Jeff Davis County.

Following old Indian trails, some of which are now good motor roads, the party traversed the mountain canyons, reveling in the wild beauty and majestic grandeur fashioned by the Master Architect from the great mass of earth and rock of Davis mountains.

The good roads and parks convention camp was pitched near the head of beautiful Limpia Canyon, beside a big spring, eight miles west of Fort Davis, and also atop the mountain range.

"Far From the Madding Crowd."

Here, away from the usual habitat of man, where time and space are forgotten and peace and rest are found, the people of Fort Davis and Jeff Davis County have established a beautiful camp site.

Special preparations for this good roads and parks convention included a number of best cooks in West Texas, who catered to the ever-increasing appetites of the visitors in a handsome manner. An electric light plant from Marfa installed by W. E. Caldwell with lights throughout the camp site, and many other conveniences added to the pleasure of camp life.

—OST—

TO HOUSTON AND GALVESTON

Let's invite all the good roads associations running into Houston and Galveston to hold their annual meeting with us next year and have a two-day joint convention with 3,000 delegates and visitors. We can make it the largest convention of its kind in the South.

—OST—

Emil Loeffler, president of the Junction Hardware Company, Junction, Texas, is always glad to give information about roads, fishing and hunting spots in his section. Stop and get acquainted when you get to his town.

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