

at least
The Gill-Dupont statement is very ingenious. It appears we will not give a financial statement. The fact is we have often been censured for the statements we make. Our books are carefully kept. The San Antonio Executive Board are bankers and business men. The books have been audited three times by public auditors. Last March we asked three leading business men to examine our transactions and management for our whole ten-year period; they employed their own auditors. We sent Mr. Dupont an advance copy of the receipts and disbursements for the ten years immediately following the delivery of the statement to us. Last January while I was in Newmont the office sent me the end-of-year trial balance. I wrote Mr. Dupont *plans* I would run over to Texas with it and help give him any information he wanted. He did not answer my letter. At the Lafayette meeting, which I believe you attended, we submitted us a large sheet of tabulations and statements. Everyone was given a copy. On it was listed the payroll from each city, town and hamlet in Louisiana for each year since 1929. We also had at that meeting printed statements embracing August 1, 1919--August 1, 1926. Thousands of these were printed and have been in circulation. In the same letter to all papers April 27th we stated the auditors' statement would be mailed as a report to the people as soon as completed. *minutes*

The Dupont-Gill statements about 7 1/2% for administration etc. are likewise reckless and unjustified. Most of them are libelous. For ten years our job has been to get the roads and bridges built and an opened highway across the southeast. The funds were subscribed for this work and the work has been put over. It is not many years ago, as you know, that this highway was not believed possible in our life time. Now over 170,000,000 of completed work exists. The money subscribed went into this work and the people have the highway. Only slightly over \$1000 per year went into administration salaries.

Publicly during the construction period was a secondary matter. You know the condition of the highway during those years. Volant travel could not be kept on it. The work was to get the roads and bridges built. Yet we issued out of our scanty funds nearly 100,000 travelogs. We have a big scrap book of publicity items. We made the Old Spanish Trail so nationally and internationally noted it is written about more than any other highway. In making that statement about falling in publicity they probably calculated we could not go out with that big scrap book, and a bundle of travelogs, and our letter files, and show the people how extensive this publicity has been.

At the Lafayette meeting last October *plans* we submitted a budget and said the time had come when travel development should be built-up. That meeting adopted that budget and fixed about \$5000 quotas for Louisiana for the last half of 1929 for the purposes set forth in that budget. By January 1929 we had received \$1000. Nothing has been received on 1929 accounts yet we are criticized because great publicity has not been put over. The fact is we went to New York and the East and put over publicity in behalf of Louisiana and the central section that reached 40,000,000 readers according to calculations of experienced newspaper people. Gill and Dupont have done much of that publicity; New York World, New York Times, New York Herald-Tribune, Arthur Brisbane column, Philadelphia Public Ledger etc. etc. Most of this material included specially drawn maps. At least twice material went out through great national news associations. We issued *plans* travelogs and included Louisiana. We have put over the motorcade, the St. Augustine celebration, and other things the past ten months since the Louisiana Division was organized--and all we have had for Louisiana's share is \$1000 and Louisiana represents nearly one-third of the whole OST population. And they talk about waste and about plans for economy! Only men mentally dishonest would say such things.