#### Crusaders-3

South Louisianians, faithful to their promisees, started building roads and by 1920 a good road existed from Morgan City to the Texas line. From Morgan City to New Orleans is the ancient Mississippi River delta with problems that have cost many years of labor and many millions of dollars. Today, the Mississippi River bridge alone is costing 319,000,000

Eastertime 1919 this Louisiana--East Texas group ran another crusading motorcade to New Orleans, this time seventeen cars. Celebrations and feasts greeted them everywhere coupled with pledges to press the project to completion...and, it is reported, the fire and faith of pioneers flashed in their talks, and in their labors also as they forced their cars along.

# Bringing Texas into the Fold

July 25, 1919 a conference was held at Houston and at that conference San Antonio was asked to assume national headquarters work and press the project to completion. The San Antonio Chamber of Commerce accepted and Harral Ayres was called in and made Managing Director. A national convention was held at San Antonio, November 14-15, 1919. At that convention sitty West Texas ranchmen gathered and debated the problem of road-building across their extensive ranch country, five hundred and ninety miles to El Paso. Finally, they came into the convention and pledged the road....and the Old Spanish Trail was routed across that interesting Hill Country that had so offeen thrilled to the tread of Spanish grandees and to the prayers of the padres.

The two hundred and twenty miles between San Antonio and Houston were still and unsettled and complex problem when the convention adjourned but the transcontinental route now had its control points and the old Spanish cities of the far-southern country and the old Spanish trails of the centuries of Spanish pioneering were weaving together for the enjoyment of a new race of men. But for some veers yet it was to remain an adventure to taxeel this country.

### Opening Roads

During 1919-20-21 crusaders stepped forth in all sections. There were conferences, conventions, local pathfinding motorcades, crusading motorcades, community feasts, bond-voting caumaigns that failed and others that succeeded, and travels by the Managing Director from place to place; often he was in mud and marshes and sometimes traveling by boat--ownership of a field automobile was not yet practical. Crusaders rose in various localities; men who gloried in facing problems and fighting through. Bridges, roads and paying must be financed. Rivers, bays and murshes must be crossed in the East and magnificent distances in the West. Incredible costs faced small communities. Graveled roads were being built in easy sections. Little "barrier sections" were being improved but the big "barrier sections" stood like orres along the way; not a few of them but many and formidable.

Texas and the West were opening a road; dry climate and good soils helped them. But between the Atlantic, and San Antonio there were thirty-one river and bay crossings to be solved; problems for taxpayers, problems for engineers. These rivers carry to the Gulf the drainage maters of more than half the continent and necessity demanded bridges should be built to withstand the titanic power of floods that reach a mighty yolume as they near the sea.

old Spanish Trail

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

# Conditions caross the Continent

While Mohile and Elorido were orusading for their road some thought this droam-lac should be extended across the continuet. A southern national highway was an appealing thought. Sourcer, old Spanish history and tradition are strong in the West. But the only route that then seemed possible would row from Most. But the only route that then seemed possible would 31 Faso. This again was the excedient idea of a more northern and less costly route.

"he Ussissiph River basin west from New Orlenns was a barrier one hundred miles wide. South Torma, through Routon and Son Antonto to El Paso, nearly one thousand miles wide, consisted largely of cattle ranches and trails. Individual ormasdore in this country had not yet arisen.

Sathern New Mexico, Arizona and South California was another expansive country, sparsely settled, with comboy and plenser trails are prevalent than wagon road. Out there are neve then diving and forcing primitive automobiles over desorts, mountains and powdery sands weeking a practical route to commet El Paso and San Diego through the sectioned but interesting cities along those mestern borderiands.

Warry locks, then of Arizons, becaue fold Engineer for the Old Spanish Trail. In those formative years he make many trips across the continent searching out the proper route. Other, he reports, when aking local inguithes he could get directions to the memest reliced station easier than to angumenmentme the mark town. In these days ferrings in the East totaled, at times, seventy to elgibly rails. Soge in wat wather or heart totaled, at times, seventy to elgibly for all the opirits of adventure that hay latent in man's could. Isolding backward, the search of the could a ged. The first internal marks of the bearts of those bearts of the sevent progress. East of New Unselens were held at blasing paths four days of allocal seven of the order of those blasing back in our day of the first or local crusters and adventure was keet blasing back to be and a for local crusters are adventure and we blasing back in the traines of the Dires of the origonitor were held at blasing back in the sevent progress.

# Louisians Grussders

"An of South Louisians realized the impropriety of routing the project brough "yorth louisians and forth feams. The route, by all logie, about stay along the Southern Bonderlands despite obtanles and costs. The Shadbers of commerce of lake Charles, louisians and of Drange, Boxas arranged a conference of reppueded allegiance if the routing was hild that way. In September 1016 they are a motoreade of thempy cars to New Files of the and the souther and in three and a hulf days. South rest of Paring, covering the file build they are a motoreade of thempy cars to New Files 24-22. Did they all in contration at in three and a hulf days. Souther superfire the file build convention of 915 was not definitely superdare. The dream of the "Dhile Convention of 915 was not definitely superdare to Sen them. The Old contration was are produced to show the routing weat way. The Old contration was an about the south three sets to low the they weat the Bart of Marker and a file of the set to The Souther and the Bart of the Souther the souther and the south the souther are the south the souther weat was the south to be an all the the the proteo 21 Pars and an Bart Marker, was a blank. The Old contration the most and an allow the routing weat to low tool, then neet to Blace and an Bart theore where the the south to conten the souther the proteo Blace and an Bart theore the south the content the souther the term to hole facer the project into the the tratic ourse.