



OLD SPANISH TRAIL CLAIMS RIGHT TO STAY ON TEXAS MAP; CHANGE IN NAME MEANS BIG LOSS

Plans by the state highway department to eliminate the "Old Spanish Trail" from the road map of Texas are vigorously opposed by H. B. Ayres, managing director of the association which has for years sponsored the Old Spanish Trail.

BY H. B. AYRES.

About a month ago the Texas Highway Commission gave the name of Jefferson Davis to the highway from the Red River through Austin and San Antonio to Laredo. This highway, nationally known as the Meridian Highway, was some time ago locally named the Pat Neff Highway.

At the same meeting the Old Spanish Trail from Orange to El Paso was named in Texas the Stephen F. Austin Highway. At the last meeting of the highway commission the name Stephen F. Austin was abandoned and Jefferson Davis Memorial Highway substituted.

News reports state the highway from Red River to Laredo is now being marked by the highway department as Jefferson Davis Highway and the highway commissioners say Jefferson Davis Memorial Highway is settled for the Orange-El Paso road.

This if persisted in means the destruction of the Old Spanish Trail from St. Augustine, Fla., to San Diego, Cal., as a national highway, for Texas with one-third the distance across the continent can make or break the project.

The Old Spanish Trail was organized at Mobile in 1915 and has been a continuous active organization ever since. At a conference in Houston in 1919 San Antonio was asked to assume the national headquarters work. The value of connecting such a project across Texas was recognized and the San Antonio Chamber of Commerce appropriated \$1000 and others followed with support in loyal measure.

In the 10 years of this work members have spent over \$100,000 personally. They have succeeded not only in making the Old Spanish Trail a connected transcontinental trunkline of very valuable possibilities to the South, but they have fostered the construction program. Over \$35,000,000 has already been spent; \$7,500,000 of construction in progress will be completed this year; \$19,000,000 of new construction will be inaugurated in 1925.

The Old Spanish Trail is known all over the land. It is of record in national office files, on all maps, in government manuals, at schools, libraries, colleges, and with all magazine editors interested in outdoor life and auto travel. More magazine and feature articles are published than for any other national highway. Its name, its historical background, its potential service to national travel, and the possibilities of its territory for settlement, development, fishing, camping and resting, all appeal to the Northern editors. If let alone it will be the nation's best-known highway.

The O. S. T. Association in the past 10 years has published 40,000 service and general maps; 10,000 four-color lithograph wall maps; 50,000 miscellaneous leaflets and booklets; 20,000 travelogues, and now has a wealth of material ready for a Texas Travelog of 20,000 copies; magazine and feature articles have reached a circulation of over 4,000.

ment that depends upon the national trunklines to carry them on their interstate journeys?

Texas is the middle third on the Old Spanish Trail. Its geographical location will give it large advantage in bringing and keeping travel in the state. Texas has lands to settle. It needs investment and development—all this good will and national interest built up by 10 years of work should not be lightly cast aside.

Texas, in naming roads for local sentiment, should not interfere with highways of interstate and national character. The Lincoln Highway if named and marked according to the ideas of each state would soon lapse as a national highway known to everyone and sought by tens of thousands in their overland trips.

Plans involving tens of thousands of dollars are now "in the air"—printing travelogues, maps, developing campsites and travel comforts, marking beautiful meeting places, work—there can be no dependence on finances or on the allegiance of the workers in other states, or in this state, and national magazine articles are in abeyance with a half dozen editorial requests are before us. Texas has a vital interest in the preservation of this Old Spanish Trail project, and in its utmost development and publicity. North Texas has the same interest as South Texas for travel must pass southward to get to this trunkline. It is a serious thing to hamper, hurt or break a project that has achieved so much and that now is enjoying untried construction progress in all its states, and that has built up such favorable recognition all over the United States.

SUMMER CAMP FOR GIRLS IS PLANNED

Tyler, Texas, May 9.—From June 6 to 20 the home of Mrs. Walter Connally at Hitt's Club Lake, eight miles north of Tyler, will be the scene of a summer camp for girls between the ages of 14 and 21. The camp will be under the auspices of the Young People's Service League of the Episcopal diocese of Texas, open to girls of all denominations, and proposes to train for leadership. The camp staff includes Miss Dorothy M. Fisher of Houston, metropolitan-in-charge; Rev. W. N. Claybrook of Tyler, Bible instructor; Mrs. J. E. Greenhill, Jr., of Houston, camp director; Mrs. Dachee Summers of Austin, assistant director; Miss Maggie Clarke of Tyler, health director; Miss Sadie Schenmayer of Austin, camp dietitian; Miss Conroy Ashbacher of Houston, swimming instructor, and Mrs. Earl Scroggins, Mrs. D. G. Connally and Mrs. J. D. Patterson, all of Tyler, counselors.

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