PIONEER DAYS ON THE TRAIL

San Antonio's Old Time Importance

Trails from early times have existed between San Antonio and San Diego. San Antonio was the meeting place and clearing house for the North and East and Mexico and California. The San Fernando Cathedral plaza at San Antonio was the terminal and changing point for all the trails. The Old Spanish Trail monument now stands by the Cathedral.

In 1772 the King of Spain ordered a chain of missions and presidios from the Gulf of Mexico to the Gulf of California with San Antonio, Texas and Santa Fe, New Mexico as the northern outposts. After the Mexican War, 1846-47, the United States established a chain of forts as indicated in the old advertisement below. Then came the perilous overland journeys—the little courageous groups, the mule pack-trains, later the freighters with their strings of mules and groaning wagons, then the fast stagecoach, then the railroad and now the motor highway.

(Reproduced by Old Spanish Trail from Texas Almanac of 1859)

OVERLAND TO THE PACIFIC

The San Antonio and San Diego Mail-Line

THIS LINE which has been in successful operation since July, 1857, is ticketing PASSENGERS, through to San Diego, and also to all intermediate stations. Passengers and Express matter forwarded in NEW COACHES drawn by six mules over the entire length of our Line, excepting the Colorado Desert, of 100 miles, which we cross on mule back. Passengers guaranteed in their tickets to ride in Coaches, excepting the 100 miles, above stated.

PASSENGERS TICKETED TO AND FROM SAN ANTONIO AND

Fort Clark,	Fort Bliss,	Tucson,
Fort Hudson,	El Paso,	Arizona,
Fort Lancaster,	Fort Fillmore,	Fort Yuma,
Fort Davis,	La Mesilla,	San Diego

The Coaches of our Line leave semi-monthly from each end, on the 9th and 24th of each month, at 6 o'clock, A. M.

An armed escort travels through the Indian country with each mail train, for the protection of the mails and passengers.

Passengers are provided with provisions during the trip except where the Coach stops at Public Houses along the Line, at which each Passenger will pay for his own meal.

Each Passenger is allowed thirty pounds of personal baggage, exclusive of blankets and arms.

Passengers coming to San Antonio can take the line of mail steamers from New Orleans twice a week to Indianola, from the latter place there is a daily line of four horse mail coaches direct to this place.

On the Pacific side the California Steam Navigation Company are running a first class steamer, semi-monthly, to and from San Francisco and San Diego

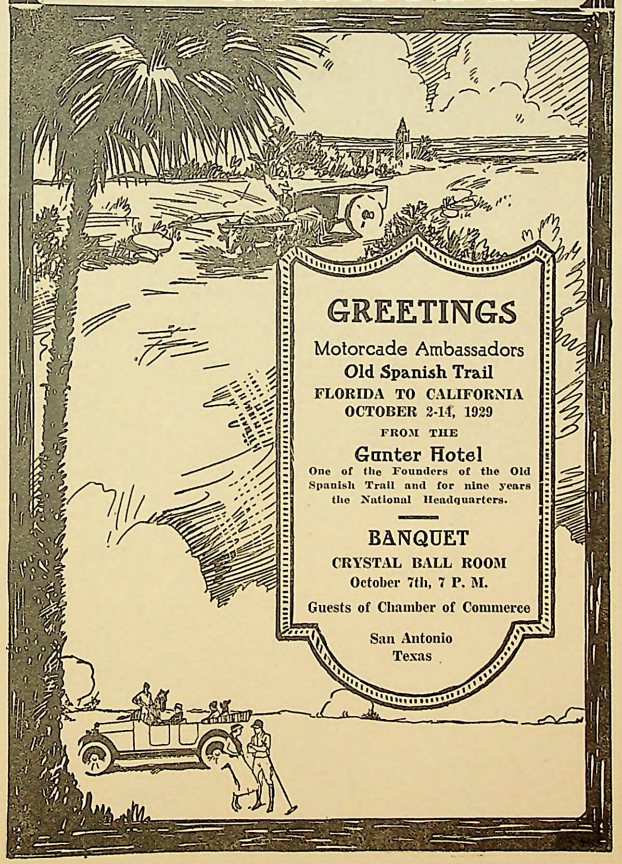
FARE ON THIS LINE AS FOLLOWS, INCLUDING RATIO'S

San Antonio to San Diego,	$200	San Antonio to El Paso,	$100
" " Tucson,	150	Intermediate stations 15c per mile	

Extra baggage, when carried, 40 cents per pound to El Paso, and $1 per pound to San Diego.

Passengers can obtain all necessary outfits in San Antonio.

For further information, and for the purchase of tickets, apply at the office of the Company in this city, or address L. C. WOODS, Superintendent of the line, care of American Coal Company, 50 Exchange Place, New York.

G. H. GIDDINGS
R. E. DOYLE,
Proprietors.

THE STORY OF THE OLD SPANISH TRAIL