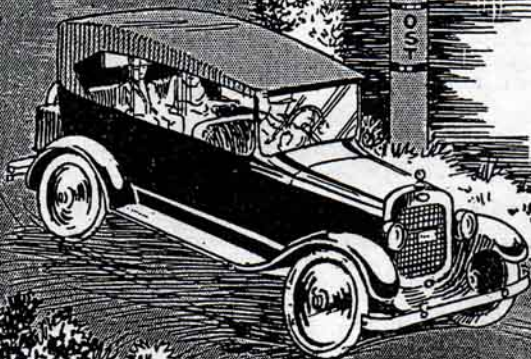


OLD SPANISH TRAIL TRAVELOG

West Texas Edition

*The National Trunk Line thru
the Southern Borderlands*

FLORIDA - MEXICO - CALIFORNIA



OLD SPANISH TRAIL HEADQUARTERS
GUNTER HOTEL, SAN ANTONIO, TEX.

PRICE 50 CENTS—FREE TO MEMBERS

South and West Texas

SOUTHERN TEXAS is a vast, undeveloped empire with scenery so varied its own people never lose interest in their travels, and the distances are so great few Texans ever learn to really know their State. God and Nature have been so prodigal men with their industry are just beginning to make headway in development. When Texans undertook to deliver an improved highway across the State for the Old Spanish Trail they assumed responsibility for more than one-third the distance across the continent, and because they live and move in a big country they accepted their task as a matter of course.

Varied Scenery

In the east are the plains where 150,000 acres of rice are grown and herds of cattle graze. This is the Gulf area with a heavy rainfall and sunshine for luxuriant growth. Around the Gulf is a five-hundred-mile coast line of primitive wildness for fishing, hunting and relaxation. Between Houston and San Antonio the low foothills begin and the rolling country is attractive and thickly set with prosperous farms. Numerous rivers carrying the waters of the northern country to the Gulf are crossed in East Texas.

San Antonio is the beginning of the Hill Country. It is beyond the Gulf rainfall influence and in the trade wind area. Clear, spring-water rivers now greet you, fed from the reservoirs that form under the western rocky plateaus. The hills rise to one and two thousand feet. They vary from gentle slopes and fertile well-farmed valleys to the rugged rocky types where herds of goats, sheep and cattle range in wild seclusion. The spring-water country extends beyond Junction and Del Rio. Then come the rocky plateaus that extend for 450 mi. to El Paso, and where a cattle ranch will embrace a quarter million acres.

East Texas grows the pine and the magnolia; west of Houston the live oak and the pecan begin; the mesquite and the cedar commence around San Antonio, soon followed by mesquite alone except in river bottoms where cypress, pecan and other big timber grow. There is little tree growth in the dry areas of far West Texas.

Highlands and Springs of West Texas

The Hill Country, San Antonio and westward, is the only area in the South combining with an equable all-year climate, good drinking water, clear spring-fed rivers, pleasant elevations, and a dry constant sunshine to vitalize the atmosphere.

From reservoirs and streams beneath this rugged hill country numerous great springs and rivers have their origin, and thru ages past interesting canyons and geological formations have been fashioned. The San Antonio River starts from large springs in Brackenridge Park and at San Pedro Park are other big springs—it was these in centuries past that drew the Spanish padres and caballeros to establish the works and settlements that grew into the metropolis of Texas. West of San Antonio 30 mi. are the clear waters of Medina Lake and River. North at New Braunfels and at San Marcos the rivers break thru the rocks. West along the Old Spanish Trail from Comfort to Ingram are the Guadalupe River and branches threading among the hills; in the Junction-Roosevelt country are the Llano hills and rivers—all clear spring-fed streams.

In the area south of Junction are the Seven-Hundred Springs, the Rock Springs country, and also the Frio Canyons whose strange formations are often pictured. The level bottoms of the canyons carry the film of waters from many springs and the people use these watery floors for roadways. In that area also is old Ft. Clark (Brackettville) located by Las Moras Springs in the old pioneer days, and still maintained as an important military base.

North of the Old Spanish Trail near Menard are the old mission ruins of the days when the Spaniards mined for

silver—the Lost Mine of legend and history and apparently one of the quests of Coronado in 1541.

South on the Rio Grande is Eagle Pass, an entrance to Mexico. Del Rio is at San Felipe Springs near the Rio Grande. Devil's River, rightly named, is near by. Beyond is the vast primitiveness "West of the Pecos."

In West Texas 400 mi. from San Antonio are the Davis Mountains with peaks rising to 8100 ft. and canyons to hold you in reverent awe. Hereford cattle range the valleys and plateaus. A clear sunshine implants the glow of health. At Ft. Stockton and at Balmorhea, near the mountains, are springs of great flow that irrigate the country.

Texas has a majesty and a mystery all its own!

Rich Cultivated Sections

South of San Antonio toward the Rio Grande lie areas of gentle hills and extensive valleys where miracles in production no longer awaken surprise. In the Winter Garden District irrigation from artesian wells is spreading fertility over several counties and their products are reaching the northern tables in midwinter. Farmers are drawing rich dividends from the Green Gold, as the products are now termed. South on the Rio Grande is the Laredo District where Bermuda onions and other truck cover large areas in midwinter.

Southeastward toward the Gulf is the Black Land Country where fields of cotton are supplanting mesquite and chaparral and laying five and ten millions a year in the lap of single counties.

Lower Rio Grande Valley

Where the Rio Grande approaches the Gulf of Mexico is the southernmost land within the United States. That valley is becoming a land of orchards and gardens, of many prosperous cities, of concrete roads, schools, colleges and enlightened improvements—its people have come from all over the United States and in less than a generation have transformed the country. They speak of it as the Magic Valley for citrus fruit, cotton and early truck and other products grow all the year under a perennial sunshine from the fertility and irrigation of the Rio Grande. Trainload shipments are now a practice in that country.

Oil and Minerals

The oil fields of southern Texas are a world-known story. New fields rise until the story of Aladdin's Lamp seems a reality. At Beaumont, Port Arthur and Houston are some of the biggest oil refineries in the world, properties of the Gulf, the Texas, the Sinclair and the Humble companies. Now San Antonio is becoming an oil capital.

Natural gas is supplying the cities and encouraging new industry. Minerals show a wide range from sulphur in East Texas to rock asphalt near San Antonio and quicksilver in southwest Texas.

The Growth of Cities

The census tables of the Old Spanish Trail cities of Orange, Beaumont, Port Arthur, Houston, San Antonio and El Paso will reflect the development in progress while yet the traveler views a vast undeveloped country. San Antonio's growth will illustrate the growth of each of them: 1890, 37,674; 1900, 53,321; 1910, 96,641; 1920, 161,379. It is 927 mi. from Orange to El Paso.

Texas Welcomes

The Indian word, Tejas, means friendly. The vast realms of undeveloped country are an invitation to explore and rest and grow strong. Overhead is the sunshine that makes the winters a pleasure; in summer are the breezes, the hills, the mountains and the gulf shores; in the background are the romance and history of the Spanish conquests and of the later history of that heroic period when the Texas patriots fought to the death in the Alamo and the other Texas immortals wrested the empire north of the Rio Grande from Spanish and Mexican dominion.

PIONEER DAYS ON THE TRAIL

From earliest days the trails between San Antonio and San Diego have been favored for travel. San Antonio was the meeting place and clearing house for the Southwest, for Mexico and for southern California. The United States established a chain of forts from San Antonio to San Diego early in history. Then came the perilous overland journeys—the little courageous groups, the mule pack trains, later the freighters with their strings of mules to a groaning wagon, then came the fast stage coach, finally the railroad and now the motor highway.

The following is a copy of an advertisement carried in 1859 in the Texas Almanac, and full of interest respecting conditions even so late as that.

(Texas Almanac, 1859)

TEXAS ADVERTISEMENTS

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 ticket 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 Rations

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 I. C. WOODS, Superintendent of the line, care of American Coal Company, 50 Exchange Place, New York.

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

Proprietors.

THE ZERO MILESTONES

St. Augustine

San Antonio

San Diego

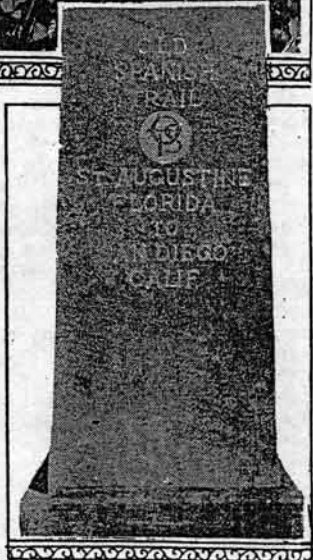


The stone at St. Augustine was erected in 1921 to perpetuate Old Spanish Trail history locally and should serve as the zero monument for that terminal.

The stone at San Antonio was dedicated 1924 by Governor Pat Neff, city, state, federal and army officials, women's clubs and the Old Freighters Association.

The zero stone at San Diego was dedicated 1923 by an address of President Coolidge read by Col. Ed. Fletcher of San Diego.

As the highway is built on its permanent location the mileage will be accurately surveyed and mileposts of historical significance will be placed. The Women's Department of Beautification is now inviting designs for these mileposts.





HEADQUARTERS, SAN ANTONIO, TEX.

The Old Spanish Trail connects the playgrounds of Florida with the playgrounds of California and links the playgrounds that lie between. It will bring to the cities and towns along the way a continual tide of tourist and automobile travel and a permanent pleasure to the people. It will revive and keep alive the remarkable history of old Spanish days, a history on the northern continent that reaches from Florida to California and offers historical associations more romantic than anything in

the land. Those were the days of Spanish splendor, of Cavalier and Conqueror, of Columbus, Cortez and Pizarro, of Ponce de Leon, De Soto and Coronado and of the great orders of priests whose missions are scattered along the Trail. The romance and riches of Mexico drew prince and peasant. From Mexico the old trails carried the adventurers into the South and Southwest; into the New Spain of their hopes.

The Spaniards dreamed of gold and glory, and with expeditions worth a King's ransom they struggled through jungles, deserts and mountains to despair and death while the phantom of riches raised others to follow.

In South America they sought for the land of the Gilded Chief whom they called El Dorado; they searched for the Temple of the Sun and the Enchanted City of the Caesars. In North America they searched thru Arizona and New Mexico for the fabled Seven Cities of Gold, and in Texas and Kansas for the realms of the Gran Quivera; they sought the Great Kingdom of the Tejas, the Mountain of Silver, the Streams of Pearls, the Provinces of Wealth and the Fountain of Youth. They added luster to their period and won new empires and lost them. Today the Floridas and the New Spain of those days are the winter retreats of the people of the North American continent.

THE OLD TRAILS

St. Augustine, 1565, the oldest city in the United States, is the beginning of the Old Spanish Trail on the Atlantic coast. San Diego (Saint James), 1769, the beginning of California, is the terminus of the Old Spanish Trail on the Pacific coast. Midway lies San Antonio (Saint Anthony), 1718, Headquarters of the Old Spanish Trail and anciently an important mission and military center of New Spain. West from San Antonio is El Paso (El Paso del Norte—the Pass of the North), rich in the history of the earliest days. North of El Paso lies Santa Fe (Holy Faith), settled 1609 it became the second oldest city in the United States, and seat of missions, colonizing and government. Pensacola, El Paso and other places also lay claim to earliest settlements. Old Mexico was conquered by Cortez in 1519.

From Mexico City northward, like the ribs of a fan, trails dating from the days of the Aztecs developed into "Camino Reals" (King's Highways) of the Spaniards; one northeastward thru San Antonio, then to Nacogdoches and Natchitoches and on to Mobile and Pensacola and to St. Augustine; one thru El Paso to Santa Fe and the New Mexico territory; one thru Nogales and Tucson to the Arizona country, then westward thru Yuma to San Diego and California. Up the California coast is the Camino Real of California song and story where those twenty-one missions were built and their hospitality offered to the wayfarers in that wild land.

From these trails or highways others branched until all the Southern Borderlands thrilled to the romance and tragedy of conquerors and explorers, settlers and missionaries, adventurers and dreamers—all a part of the great games of empire that for three hundred years were played to win and lose. The Old Spanish Trail of today is a project that has woven old trails and new ways together to open anew the Southern Borderlands to the modern day explorer.

OLD SAN ANTONIO ROAD

A half a century earlier than the mission works in California the padres were establishing great churches and communal settlements along the San Antonio River, Texas.

Extensive irrigation systems enabled these church institutions to sustain large communities of Indian converts, grow all needed products, maintain essential industries, and to grow and feed domestic animals that ultimately numbered many thousands. So good was the engineering skill two of the aqueducts still function perfectly despite the uneven land and irrigate farms four miles from the dams. Five mission settlements including the historic Alamo were established beginning 1718 at what is now San Antonio. The ruins of these churches, granaries and other works are visited annually by thousands who marvel at these revelations of Spanish achievement two centuries ago.

A road developed from Mexico City to San Antonio, crossing the Rio Grande between Laredo and Eagle Pass. It continued from San Antonio to Nacogdoches, a Spanish outpost in East Texas, then to Natchitoches a French outpost in Louisiana, and from there by various routes connected with the eastern people. This was the King's Highway—El Camino Real in Spanish. As San Antonio grew in importance as the cross roads of the Southwest the Camino Real became known as the Old San Antonio Road. In some sections it has ceased to be the natural highway of the present day. The San Antonio missions and other old Spanish works were established along this King's Highway. The center of San Antonio today is the old San Fernando Cathedral whose iron cross is the zero point of all surveys and whose Plaza was the market and clearing house of travel and commerce as men sought to conquer this southern land. There the Zero Milestone of the Old Spanish Trail has been placed. Northward to San Pedro Park this Camino Real continues, then across to the San Antonio River at Brackenridge Park and on northward by the route now on county maps usually designated as the Nacogdoches Road. This Camino Real with its ruins and history, and its story of faith, achievement and adventure, is suffering neglect. It was one of the earliest and greatest trails of the early conquests. Monuments mark its memory but its soul is being lost to posterity.

MONUMENTS MARKING THE CAMINO REAL ACROSS TEXAS

MONUMENT AT SAN PEDRO PARK SAN ANTONIO



SAN ANTONIO SETTLEMENTS

Numerous improper dates are published in connection with San Antonio's settlement and development. The old records are in a foreign language, incomplete and scattered over several continents. Some missions were moved several times. Naturally crude structures were first built. The present stone buildings required many years in preparation and construction. The dates of the first buildings and the beginning and completion of the present buildings are not easily stated. The following is a careful statement from the best authorities and the Old Spanish Trail research files. In the interest of accurate statement the Old Spanish Trail Headquarters will appreciate any authentic information.

FIRST SETTLEMENTS

FORT—Presidio of San Antonio de Bexar established . . . 1718

MISSION—San Antonio de Valero (Alamo) established . . 1718

There is a record (not verified) that a garrison or fort was here in 1698. This is possible for the missions and military were in northeast Texas (Nacogdoches district) beginning 1690 and also beginning 1699 on the Rio Grande at the crossing of the trail (El Camino Real) thru San Antonio to northeast Texas. If there was a garrison in 1698 it was not continuous. San Antonio began with the permanent settlement in 1718.

TOWNSITE—Villa of San Fernando de Bexar founded . . . 1731

FOUR OTHER MISSIONS were established southward along the San Antonio River. San Jose, founded 1720. Concepcion, San Juan and Espada removed from the Nacogdoches district in northeast Texas and re-established on the San Antonio River in 1731.

The Nacogdoches district was close to the French frontier; mission settlements were continued there as outposts. The French outpost was Natchitoches, Louisiana. San Antonio became the military, mission and commercial base of New Spain. The same year, 1718, the French sent men from Mobile to found New Orleans as their permanent base of operations. San Antonio was known as San Fernando and as Bexar for many years. The name Alamo was not applied to the mission until after 1800.

SAN ANTONIO CONSTRUCTION RECORDS

Mission reports made in 1745 and 1762 help with data. The stone church for the mission San Antonio de Valero was begun in 1744. The report of 1762 says the tower and sacristy had fallen and a quarried stone church of harmonious architecture was being built. Concepcion church was half completed according to the 1745 report; the 1762 report shows it completed. San Juan in 1762 had a temporary apartment twenty-five varas (69.4 ft.) long; in 1745 the buildings were thatch.

The report of 1745 says a stone church for Espada was in progress, the sacristy being completed; the 1762 report again says the church was in progress. San Jose was not begun until 1768. A record of 1778 says "it was the finest mission in all New Spain." This church approached the majesty of a cathedral; its village had the strength of a castle. San Jose was under the College of Guadalupe de Zacatecas; the four other missions were under the College of Santa Cruz de Queretaro—reports and records therefore are different.

The present Cathedral of San Fernando stands at the center of the old village, its iron cross the center of all surveys and the zero point of the old highways, its plaza the clearing house of travel and commerce. The sanctuary of the present building is the original church and dates from 1744; the body of the church was built 1868 and improved in later years.

Of the large areas of land formerly belonging to the missions only a few acres remain around the buildings. The mission structures, church, monastery, cells, porter's lodge, refectory, kitchen, offices, workshops, granary and stone walls were planned to make an enclosure for protection. The Indians did not take kindly to mission life. It is a tribute to the leadership of the padres that such structures, farms, herds and communal establishments were achieved.

PRESENT CONDITIONS SAN ANTONIO MISSIONS

Nuestra Senora de la Purisima Concepcion de Acuna re-established 1731. The present building, a stone structure next to San Jose in beauty and character, is well preserved and open to visitors daily. St. John's Seminary, built 1920, adjoins this mission. St. Peter's Orphanage for boys, opposite the mission.

San Jose y de San Miguel Aguayo founded 1720. Now a partial ruin. Regular services every Sunday morning in the sacristy. Open to visitors daily.

One mile south of San Jose in the Mission Burial Park may be seen the dam and aqueduct (acequia) built nearly two centuries ago to irrigate the mission lands. It winds around the hills for four miles; a stone viaduct carries it over a ravine; today it still irrigates below Espada Mission.

San Juan de Capistrano re-established 1731. The present is a remodeled building. Services every Sunday morning. No custodian. Irrigation aqueduct some three miles long of this old mission still flowing and irrigating lands.

San Francisco de la Espada re-established 1731. Now a partial ruin. Services every Sunday and some week days. Sisters conduct a school.

All the missions apparently had their irrigating systems by 1745. No brief statement can describe the engineering, architectural, agricultural and industrial achievements of these large mission estates. Inventories of their products and herds are an amazing record. The buildings that still remain tell some of the story of the faith and works of those days. San Juan and Espada missions with their Mexican settlements, their old buildings around the square, their acequias and the irrigated farms near by help re-make the picture of those ancient, well-organized enterprises.

OTHER TEXAS MISSIONS

In 1685 La Salle with his French colonization expedition missed the mouth of the Mississippi River and landed on the southern shores of Texas. In 1689 the Spanish sent an expedition from Mexico to prevent the French establishing rights in this territory. Arriving at the French site in 1690 the Spaniards found the colony extinct and La Salle dead. The Spaniards continued northward and founded two missions north and east of the present Nacogdoches, 1690, one of them San Francisco de la Espada now at San Antonio.

A group of missions were planted 1699-1700 south side of the Rio Grande. Four new missions were established in the Nacogdoches district 1716-1717. A trail that became the historic Old San Antonio Road, Spain's Camino Real, developed from Mexico City past the Rio Grande group of missions and thru the present San Antonio to the Nacogdoches group.

1718 to 1745 were years of effort to strengthen the hold on present territory in Texas rather than for geographical expansion. The territory embraced laid generally between the Old San Antonio Road and eastward to Louisiana and the Gulf. The mission establishments necessitated garrisons or presidios conveniently near. Town colonies would spring up or were officially encouraged. Ranches extended where safety permitted.

In 1722 a mission was established on the Garcitas River near Lavaca Bay, the Espiritu Santo de Zuniga. In 1726 this mission and the presidio were removed to the Guadalupe River near the present Victoria; in 1749 moved again to San Antonio River near present Goliad. It became known as La Bahia. Fannin and his men were massacred there shortly after the fall of the Alamo.

1745 to 1762 was a period of expansion. Western Louisiana was ceded to Spain in 1762. Missions were established south side of the lower Rio Grande at Camargo and Reynosa in 1749; Revilla in 1750; Mier in 1753. On the San Antonio River near Goliad about 10 mi. W. of La Bahia the mission Nuestra Senora del Rosario was founded in 1754.

1746 to 1749 missions were established near the present Rockdale known as the San Xavier missions. They were abandoned in 1755 and the garrison and missionaries fell back to the San Marcos River; in 1757 they fell back again to the Guadalupe near New Braunfels. San Antonio was becoming the one safe and successful civil and mission center. At the same time, 1756-57, an inglorious attempt was made to establish a mission and colony near the mouth of the Trinity River (south of Liberty, Texas) as a guard against French encroachments. It lasted apparently until 1771. An unworthy location coupled with a tropical storm ended the life of the mission and presidio.

Silver to the northwest was discovered. This and the belief the Apaches would be converted and the northwest made safe resulted in a mission and garrison being established in 1757 on the San Saba River near the present Menard. The San Saba Trail developed from San Antonio thru the present Boerne and another from Mexico up the Nueces River. Two missions were established in 1762 on the Nueces above Uvalde, the San Lorenzo at El Canon and the Candelaria four or five leagues down stream. These missions and San Saba had a short and precarious existence. The Indians could not be converted or controlled. San Saba Mission was essentially destroyed by a massacre in 1758; the garrison was continued for 10 years. Candelaria lasted until 1766; San Lorenzo until 1769. The silver mines became the legendary Lost Mines of San Saba; the Indians did their work all too well. Spain had difficulty maintaining garrisons of any strength with all the outlying missions and their settlements.

CLOSING OUTLYING MISSIONS

Gradually the missions north of San Antonio failed and San Antonio absorbed the people as they fell back. Her mission structures remain in partial ruins and disclose to the people some of the most notable works of the Spaniards in the United States.

The outlying missions in eastern Texas were generally abandoned by 1772 or 1773. In 1772 the King issued new regulations for a better protected frontier. The order provided fifteen presidios (forts) forty leagues apart on an irregular line from Altar near the head of the Gulf of California on the west to La Bahia (Goliad) on the east, with San Antonio and Santa Fe as outposts northward.

After the Mexican War, 1846-47, the United States planted a chain of forts from San Antonio to San Diego establishing somewhat the same frontier to stop Indian raids into Mexico and to protect travel. The Old Spanish Trail today follows generally the same line:

LAST TEXAS MISSION

West of La Bahia and near the junction of the Guadalupe and the San Antonio rivers the Mission Nuestra Senora del Refugio was established about 1790 and after 1791 located about 40 mi. southwestward. This was the last mission to be established in Texas altho numerous evidences of Spanish and mission works are found in many places. Trails connected one center with another and the faithful padres tried to extend their works.

MISSIONS OF NEW MEXICO AND ARIZONA

While the Spanish works in the province of New Spain (Texas) were in progress other mission and colonization works were being developed in the province of New Mexico up the Rio Grande Valley from Paso del Norte to Santa Fe and others in the Santa Cruz Valley from the west coast of Mexico northward to Tucson, Arizona. The Texas works were initiated 1690; San Antonio 1718. Santa Fe dates probably 1609; El Paso 1659. The California missions were not begun until 1769 at San Diego. St. Augustine, Florida, was settled 1565.

Onate reached the Pass to the North (El Paso) with his colonizing expedition in 1598 where he took formal possession of New Mexico in the name of the Spanish Crown then proceeded northward to the interesting house-building (pueblo) tribes of the Santa Fe country. Father Kino first visited the Santa Cruz Valley, Arizona,

in 1691 and the following year the Mission San Xavier south of Tucson was founded and presumably others of that great chain of fourteen missions were then initiated in the Indian villages southward.

EL PASO SETTLEMENTS

The great Indian rebellion directed against the Albuquerque—Santa Fe colonists was in 1680. The surviving colonists fell back to the Mission Nuestra Senora de Guadalupe at Paso del Norte where cattle and supplies sufficient for their needs were found. The international line and the present El Paso on the American side followed the Mexican War of 1846-47. The old Paso del Norte was the present Juarez. The old mission is now the church of Juarez. No settlement appears at the Pass following Onate's journey until 1659 when padres founded the Mission Guadalupe. Nine years later it is said the mission building, dwellings, cells and enclosures were completed. The missions everywhere developed thru irrigation works and soon stocked with large herds, grains and products. In 1680 report says the Mission Guadalupe had 9,000 cattle and about 14,000 sheep and goats. Mission inventories of this magnitude are common to all districts. No domestic animals were in America before the Spaniards came.

The New Mexico refugees stayed in the El Paso Valley around, it is believed, the present Juarez, Ysleta, Socorro and Cinecu. New Mexico was reconquered from this base. In later years the Mission Guadalupe mothered the missions of Cinecu, San Lorenzo, Ysleta and Socorro. The Spanish frontier post was at San Elizario. In 1767 the missions and the valley were shown to be prosperous.

If the Old Spanish Trail traveler of today will linger in this fruitful valley he will see settlements and works centuries old and the empire building still progressing as men troop in and apply their genius and industry. North of the Pass the traveler will see the old settlements of Mesilla, Las Cruces and Dona Ana now lively centers of extensive irrigation.

ARIZONA MISSIONS

Four missions were established in the Arizona country between Tucson and Nogales north of the present border, San Gabriel de Guevavi, San Cayetano de Calabasas, St. Gertrude de Tubac and San Xavier del Bac, and eleven others were south of Nogales and are often visited thru that city. The first visits of Father Kino to that country were in 1691, 1692, 1694, 1697 and 1699. Mission organizations were probably founded during this period but the great buildings that survive were of necessity the results of many years of preparation and work. Father Kino in a diary places the founding of San Xavier, 9 mi. south of Tucson, as 1692. The date or dates of the erection of the present church structure are not known. Indians and disaster assailed this mission, an experience common to most of them. Much of it was preserved, other portions restored, it stands today on the desert sands in the service of its faith and is without question one of the greatest structures of the mission period.

Tumacacori Mission is 18 mi. north of Nogales. It grew or suffered as Indian peace or war prevailed; finally was almost destroyed. Today it is being restored and preserved as a National Monument.

CONCLUDING COMMENTS

The missions in California were begun in 1769, about the time the outlying missions in eastern Texas were falling back to San Antonio. Those of El Paso, New Mexico, old Mexico and Arizona were old when they started at California. Father Juniperro the great California leader was first ordered to the disastrous mission project at Menard, Texas, and might have been a victim of the Apache tomahawks instead of the padres who died there.

This article does not treat of the mission works now south of the border. The old Spanish works in the United States were the northern outposts of the Spanish period. Southward the works were more numerous and many of the churches are still maintained. As Mexico becomes more accessible to the motorists this mission story will unfold and the broad extent of the accomplishments of the padres will become more apparent.

OLD SPANISH TRAIL

Main Line

St. Augustine, Florida, to San Diego, California

2817 Miles

Corrected to January 1, 1925

The Old Spanish Trail is the trunkline of the Gulf coast from Florida to Texas, then crosses the plains and mountains of the West to California touching the Mexican border points. It is building over the rivers and bays that empty the waters of half the continent into the Gulf, and it is conquering its way across the great ranch country of West Texas and thru the mining, mountain and desert country of New Mexico, Arizona and Southern California. When the story is written of the works of the engineers, highway commissions and people to connect this trunkline across the barriers that have stood in the way another great chapter in American achievement will be told. The first meeting to promote this highway was in 1915 at Mobile. Today the highway is 90% improved. \$8,000,000 in road and bridge construction will be completed in 1925 and over \$10,000,000 in new construction will be started.

MILEAGE SUMMARY

Eastern Department—970.6 Miles

Florida	-----	455.0 Miles
Alabama	-----	70.0 "
Mississippi	-----	96.1 "
Louisiana	-----	349.5 "

		970.6 "

Central Department—947.0 Miles

Texas	-----	947.0 Miles
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Western Department—899.4 Miles

New Mexico	-----	195.8 Miles
Arizona	-----	524.6 "
California	-----	179.0 "

		899.4 "

DRIVING REGULATIONS

In all driving slowing down and caution are required at curves, crossings, passing other vehicles or pedestrians, on bridges, on wet or crowded roads, etc. The speed limit is not an absolute right; it is a permissible privilege to be exercised with reasonable care. Numerous provisions are embodied in all laws and ignorance of these excuses no one. Generally, 35 miles per hour on the public highways are permissible, with varying regulations for city streets, for traffic conditions make many local regulations necessary. Proceed cautiously with ear always under control is the best law.

FERRIES

Details shown in the log at the ferry points. Total charges \$17.00 to \$21.00 depending upon size of car. Extra passenger charge on four ferries add 75c to the above.

\$9.00 or \$10.00 of above charges avoided by detours around Lake Pontchartrain, New Orleans. See memo in the log under Chef Menteur. Improvements in progress promise by summer of 1925 to shorten this ferry and reduce costs to \$5.00 or less. Other improvements in progress promise by the end of 1925 to remove the costs entirely.

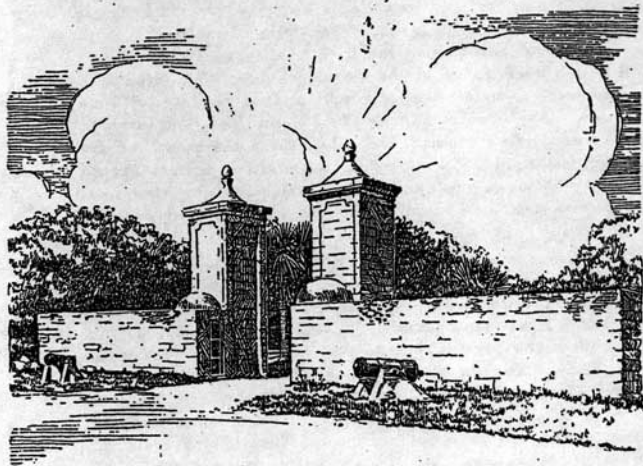
DETAILED RATES

Escambia Bay, between Milton and Pensacola, Florida	\$1.25*
Nunez Bridge toll, Florida—Alabama State Line	.50
Mobile Bay, 14 to 18 miles	3.50* to \$6.00
Pascagoula River, Miss.	.50
Bay St. Louis, Miss.	.75*
Pearlington to Chef Menteur, Lake Pontchartrain east of New Orleans	9.00 to 10.00

(This is now 34 mi. Construction will soon be completed to lessen this. Also short ferries \$3.00 and detours).

Mississippi River	-----	.30
Berwick Bay, Morgan City, La.	-----	.35*
Sabine River, Louisiana—Texas State Line, 3 mi.	-----	.75 to 1.00

*Extra charge for passengers other than driver totalling about 75c for the four ferries.



ANCIENT GATE OF ST. AUGUSTINE

San Augustin was settled in 1565, the oldest city in the United States. Ponce de Leon landed in 1513. The De Narvaez expedition landed at Tampa Bay in 1528 and De Soto in 1539, and both fought their way around westward. De Luna landed at Pensacola Bay in 1559 with the largest expedition of them all. While the Spaniards were exploring the Floridas other remarkable expeditions were moving northward from Mexico into New Spain (Texas) and into New Mexico and California. Santa Fe became the second oldest city in the U. S., while others lay claim to existence back in the dim past. When the thirteen states were fighting for independence Spain controlled an empire south and west, and was just beginning to build the California missions. Florida was Spanish until 1821; Spain sold Old Louisiana back to France in 1800; France sold to the U. S. in 1803; Texas independence was won in 1836 and that territory was annexed by the U. S. in 1845. The Mexican War was 1846-47. The New Mexico-Arizona-Southern California territory was ceded to the U. S. by Mexico in 1848. The Gadsden Purchase of part of southern New Mexico and Arizona was in 1853. The Old Spanish Trail of today is a thread binding together for all time the old Spanish history and legend of three and four centuries past. In these lands the padres sought riches to lay up in heaven and the conquistadores sought riches for personal glory and often found disaster for their vain but romantic search. Now a new race is finding riches in the crucibles of industry.

Notes—Population figures according to U. S. Census 1920. Elevations at railroad depots and from records of state universities.

Miles From San Diego		Miles From St. Augustine
2817.0	ST. AUGUSTINE, FLA.	0.0
	40.7 mi. Paving.	
	Pop. 6192. Elevation 7 ft.	

INFORMATION AND SERVICE

St. Augustine Chamber of Commerce.

2776.3	JACKSONVILLE, FLA. (St. John's River)	40.7
	Zero at Post Office.	
	60.0 mi. Paving.	
	Pop. 91,558. Elevation 8 ft.	

2716.3	LAKE CITY, FLA.	100.7
	24.2 mi. Sand Clay, good.	
	Pop. 3341. Elevation 200 ft.	

2692.1	LIVE OAK, FLA.	124.9
	29.3 mi. Sand Clay, good.	
	Pop. 3103. Elevation 108 ft. Suwannee River 13 mi. west of Live Oak.	

2662.8	MADISON, FLA.	154.2
	33.4 mi. (Sand Clay, good, 6 mi. Unimproved 10 mi. Sand Clay, good, 6 mi. Bal. unimproved.)	
	Pop. 1952. Elevation 133 ft.	

- 2629.4----- MONTICELLO, FLA ----- 187.6
 30.4 mi. Unimproved, fair.
 Pop. 1704. Elevation 210 ft. Tourist camp—Rest house, kitchenette, outdoor grates, tables, wood, water, showers, playground, elec. lights, tent floors, police, shade, toilets; supplies one block.
- 2599.0----- TALLAHASSEE, FLA. ----- 218.0
 16.1 mi. Graded Dirt.
 Pop. 5637. Elevation 82 ft. Ocklocknee River 3.7 mi. east of Havana.
- 2582.9----- HAVANA, FLA. ----- 234.1
 12.5 mi. (Graded dirt for 5 mi. Bal. Sand Clay, good.)
 Pop. 448. Elevation—ft. Tourist camp—On river 3.7 mi. east. Tables, wood, water, shade, toilets, groceries, gas, oil, playground.
- 2570.4----- QUINCY, FLA. ----- 246.6
 46.0 mi. Graded Dirt.
 Pop. 3118. Elevation 251 ft. OST Vice Pres. W. M. Corry. Tourist camp—Ground only, in town, supplies near. Half way to Marianna is the Apalachicola River bridge, 5,500 ft. long, dedicated Victory Bridge in memory of the soldiers in the World War, and considered by engineers a notable structure.
- 2524.4----- MARIANNA, FLA. ----- 292.6
 20.2 mi. (Sand Clay, good, 9.7 mi. Bal. Graded Dirt.)
 Pop. 2499. Elevation 120 ft. Tourist Camp—In town, tables, water, elec. lights, shade, toilets, protection; all supplies near.
- 2504.2----- CHIPLEY, FLA ----- 312.8
 10.0 mi. Graded Dirt.
 Pop. 1806. Elevation 109 ft.
- 2494.2----- BONIFAY, FLA. ----- 322.8
 31.8 mi. (Graded east of Choctawhatchee River. 10 mi. Sand Clay, good, west to De Funiak Springs)
 Pop. 1230. Elevation 127 ft.
 Choctawhatchee River bridge, 8,000 ft. inc. approaches.
- 2462.4----- DE FUNIAK SPRINGS, FLA. ----- 354.6
 28.8 mi. (Construction to Mossy Head, 12.8 mi. Bal. Sand Clay, fair.)
 Pop. 2097. Elevation 262 ft. Tourist Camp—3 blks. north. Rest house, tables, wood, water, showers, playground, elec. lights, police, shade, toilets; supplies near.
- 2433.6----- CRESTVIEW, FLA. ----- 383.4
 31.2 mi. (Graded Dirt for 5 mi. Sand Clay, good, and Paving 26 mi.)
 Pop. 500. Elevation 229 ft.
- 2402.4----- MILTON, FLA. (Black Water River) --- 414.6
 21.4 mi. (Sand Clay, good, to ferry 11 mi. Ferry 4 mi. Sand Clay, good to Pensacola.)
 Pop. 1594. Elevation 11 ft. Escambia Bay bridge 2.3 mi. to be finished February 1926.
 Ferry
 Two ferries. 6:00 A. M. to 6:00 P. M. Rates \$1.25.
- 2381.0----- PENSACOLA, FLA. ----- 436.0
 Zero at San Carlos Hotel.
 19.0 mi. Paving and Graded Sand Clay.
 Pop. 31,035. Elevation 27 ft. Tourist Camp—2 mi. from P. O. on the bay. Rest house, kitchenette, outdoor grates, tables, amusements, wood, water, showers, bathing pavilion, playgrounds, elec. lights, tent floors, police, shade, toilets, supplies. On Pensacola Bay and the Gulf of Mexico. OST Director, Fred W. Marsh.
 De Luna landed on the Pensacola mainland in 1559 with the largest expedition to attempt the conquest of Florida. Pensacola is rich in old history.
- 2362.0----- NUNEZ BRIDGE. Fla.-Ala. State Line --- 455.0
 22.0 mi. Dirt and Gravel.
 Nunez bridge, Perdido River, toll 50c.

2340.0-----LOXLEY, ALA.-----477.0

11.3 mi. Dirt and Gravel.

Pop. 200. Elevation 172 ft. Clean country hotel, good meals. Tourist Camp—Edge of town. Tables, wood, water, toilets, tent floors, shade, other conveniences under construction. OST Vice President, Mrs. T. A. Banning; Councilors, R. M. Mahler and Fred C. Griffin.

Loxley is a good stop-over between Pensacola and Mobile. Growing section, active OST Club, friendly people.

2328.7-----DAPHNE, ALA.-----488.3

9.0 mi. Across Mobile Bay.

Pop. 500. Elevation 100 ft. Tourist Camp—One mile from landing; conveniences and supplies.

Distance by ferry, Str. New Daphne, 14 mi., OST route, morning and afternoon schedules. Other boats, longer ferry, county road, not OST. Rates all boats \$3.50 to \$6.00.

INFORMATION AND SERVICE

Str. New Daphne, OST line. Captain Joe Pose.

2319.7-----MOBILE, ALA.-----497.3

Zero at Ferry Landing.

27.7 mi. Paving, Gravel and Sand Clay.

Pop. 60,777. Elevation 8 ft. Tourist Camp—On the Bay. Rest house, tables, amusements, wood, water, police, shade, toilets; supplies near. S. H. Peck, President Old Spanish Trail Association. Mrs. B. H. Scott, Irvington, OST Vice President.

Tablet, Bienville Monument, Mobile.

"To Jean Baptiste le Moyne Sieurs de Bienville, native of Montreal, Canada, naval officer of France, Governor of Louisiana and founder of the first capital Mobile 1711. Born 1680—died 1768. With the genius to create an empire and the courage to maintain it. Patient amid faction and successful even in defeat, he brought his settlement the prosperity of true civilization and the happiness of real Christianity. He who founds a city builds himself a life-long monument."

By this inscription Mobile is credited with being the first capital of Louisiana. Others say Biloxi was first.

HOTELS

Battle House. S. H. Peck, President.

INFORMATION AND SERVICE

Str. New Daphne, OST line. Captain Joe Pose, or manager at wharf.

Gulf Coast Garage. Day and night service. Wrecking crane, repairs, storage. 261 St. Michael St. Mack B. Cates. See also memo. under Chef Menteur, Louisiana.

2292.0-----ALA.-MISS. STATE LINE-----525.0

9.9 mi. Paving.

2282.1-----MOSS POINT, MISS.-----534.9

4.4 mi. Paving.

Pop. 3340. Elevation 17 ft.

2277.7_PASCAGOULA, MISS. (Pascagoula River)- 539.3

17.7 mi. Paving.

Pop. 6082. Elevation 17 ft.

Pascagoula River, continuous ferry 50c.

2260.0__OCEAN SPRINGS, MISS. (Biloxi Bay)-- 557.0

8.0 around Back Bay. Gravel and Dirt.

Pop. 1732. Elevation 24 ft. Biloxi Bay to be bridged.

2252.0-----BILOXI, MISS.-----565.0

12.8 mi. Paving, some Gravel.

Pop. 10,937. Elevation 23 ft. On the Gulf of Mexico.

Biloxi was the first settlement of Louisiana by the French and claimed as the first capital.

2239.2-----GULFPORT, MISS.-----577.8

9.8 mi. Paving, some Gravel.

Pop. 8157. Elevation 25 ft. On the Gulf of Mexico.

OST Director, Mrs. Rucks Yerger; Councilor, R. L. Aubert.

2229.4-----PASS CHRISTIAN, MISS.-----587.6

2.5 mi. to ferry landing. Paving and Gravel. 2.0 mi. by ferry across the Bay of St. Louis. Rate 75c.

Pop. 2357. Elevation 12 ft. On the Gulf of Mexico. OST Vice President, S. L. McGlathery.

- 2224.9-----BAY ST. LOUIS, MISS.----- 592.1
 29.0 mi. See Memo. under Chef Menteur, La.
 (18 mi. by Gravel road to Pearlinton ferry.)
 Pop. 3033. Elevation 26 ft. On the Bay of St. Louis.
- 2195.9--PEARL RIVER. (Miss.-La. State Line)-- 621.1
 12.3 mi. See Memo. under Chef Menteur, La.
- 2183.6-----SLIDELL, LA.----- 633.4
 18.5 mi. See memo. under Chef Menteur, La.
 Pop. 2958. Elevation 11 ft. Tourist Camp—North
 edge of town, secluded, well-drained pine grove, toilets,
 water. Country hotel. OST Councilors, T. J. Eddins
 and E. F. Hailey.

The Slidell people are battling thru some of the most difficult road and bridge building problems on the OST. It is the key-point for travel between New Orleans and the North and East. The town lies on fine highlands with extensive waterway basins east and south of them. They have built gravel parish roads, and are winning thru with the OST links. Slidell is part of the district that ships over \$4,000,000 of early strawberries annually. Satsuma orange and early truck district. Artesian wells with natural flow 30 ft. above surface. Largest brick yard in South. Shipbuilding and creosoting.

INFORMATION AND SERVICE

Slidell Garage. Storage, repairs, supplies. T. J. Eddins.

- 2165.1-----CHEF MENTEUR, LA.----- 651.9
 22.7 mi. Gravel and Paving.

"The Chef" is the ferry landing, south side of Lake Pontchartrain for passage between New Orleans and the East or the North.

Detour Memo.—Between Bay St. Louis, Miss., and New Orleans, La., are the Pearl River delta, Lake Pontchartrain, and the other basins that have been problems to engineers for centuries. The Old Spanish Trail is financed and building from Bay St. Louis, Miss., across the Pearl river basin to Slidell, La., then to the Rigolets and across the marshland at the foot of Lake Pontchartrain to Chef Menteur where a good road will be found to New Orleans. This new route will be open to traffic late in 1925. Meanwhile travel between New Orleans and eastern points must ferry between Chef Menteur, La., and Pearlinton, Miss., where an old road, 18 mi., connects Pearlinton and Bay St. Louis. Travel between New Orleans and northern points must ferry across Lake Pontchartrain. The ferry routes are long and capacity limited. Detours by land are possible. Inquire at OST Information Headquarters as follows:

Going westward, Mobile, Ala.

Going southward, Slidell, La.

Going eastward, Houma, La., or New Orleans, La.

Ferriage \$3.00 to \$10.00 depending on the route. Materially improved conditions should not be long delayed for the several sections have been under construction for three or more years.

- 2142.4-----NEW ORLEANS, LA.----- 674.6
 Zero at Association of Commerce Building.

5.7 mi. west on St. Charles Ave. to Mississippi River ferry to Westwego. Paving. Ferry 30c.

Pop. 387,408. Elevation 7 ft. Tourist Camp—None. OST officials, Mrs. A. F. Storm and Mrs. P. J. Friedrichs, vice presidents.

The French took command of the vast territory of Old Louisiana by establishing sovereignty over the Mississippi River in 1699. This move by the French divided the Spanish territory in two and became one of the decisive events in North American history. The first settlement was at Biloxi in 1699. In 1702 the French planted a settlement on Mobile Bay. 1718 they founded Nouvelle Orleans; the same year the Spanish settled San Antonio as an outpost to protect their western possessions. In the struggle of empires Louisiana was ceded to Spain in 1762. Spain took possession in 1769. Spain ceded Louisiana back to France in 1800. France sold to the United States in 1803. New Orleans as the frontier post on the mighty river that drains a half of the continent became the melting pot as all classes of people struggled for life, power or development on the North American continent.

HOTELS

Hotel De Soto. Headquarters Motor League.

The Roosevelt. New Orleans' leading hotel.

Hotel Monteleone. 500 rooms; 250 with bath.

The Lafayette. Marx Cohen, Mgr.

INFORMATION AND SERVICE

Association of Commerce. Opposite St. Charles Hotel. Motor League of Louisiana. Hotel De Soto, 429 Baronne st.

2136.7-----WESTWEGO, LA.-----680.3

38.2 mi. Gravel.

Pop. 1000. Ferry point, west side of Mississippi River.

2098.5---RACELAND, LA. (Bayou Lafourche)---718.5

14.3 mi. Gravel to Houma. 15.3 mi. Gravel to Thibodaux via Thibodaux Route.

Pop. 687. Elevation 11 ft. No Tourist Camp. Clean country hotel, good meals. OST Councilors, Dr. J. J. Ayo and Geo. S. Harmount.

INFORMATION AND SERVICE

Ayo's Drug Store. West side of Bayou. Drive in station and nice rest room.

RACELAND-HOUMA-THIBODAUX DISTRICT

All this OST territory from the Mississippi state line westward to Morgan City is delta land of the ancient Mississippi River. In the Lafourche basin, which includes Raceland, Thibodaux and Houma, are a group of highlands and lowlands threaded with bayous. On the highlands these cities have been built, and around them is one of the noted sugar plantation sections of Louisiana. There are numerous improved gravel roads, navigable bayous, with varied opportunities for drives, vacations, fishing, hunting and trips to the Gulf. Bayou Lafourche with 160 mi. of roads on the two sides, mostly graveled, is the most thickly settled rural road in America. Its homes range from clusters of old negro cabins to the stately plantation homes. Schools that are a tribute to these people are developing thruout the district. Thibodaux is the old sugar plantation center. Houma is the seaport city with numerous bayous connecting to the Gulf. Raceland is the center for the outlying delta areas that are now being dyked and reclaimed by pumping, and by scientific farming are yielding their riches in varied forms—Raceland's "Little Holland." 32,281 acres are under reclamation around Raceland. Notable projects are Delta Farms at Larose, Sculley Estates at Cut Off, Smithport Farms at Lockport, Grant Smith & Company's tract west of Raceland. One of the three largest sugar mills on the OST is at Raceland. Hospitable people.

2084.2-----HOUMA, LA. (Bayou Black)-----732.8

23.3 mi. to Gibson. Shell.

Pop. 5160. Elevation 13 ft. Tourist Camp—None. Two country hotels. OST vice president, Julius Dupont; Councilor, Calvin Wurzlow.

This is still a part of the old Mississippi River delta section. Bayous reach from Houma to the Gulf like the spreading fingers of the hand, with graveled drives and plantations along the banks and fishing boats on the waters. Houma is an important fish, shrimp and oyster packing and shipping center, and also trapping and furs. For sportsmen, deer hunting, water fowl, fishing and golf. South, at Dulac, a recreation beach is developing. Natural gas. Fine schools. The OST along Bayou Black to Gibson is one of the prettiest drives in Louisiana.

INFORMATION AND SERVICE

Association of Commerce. Corinne Wolff, Secretary.

THIBODAUX ROUTE

THIBODAUX, LA. (Bayou Lafourche)

18.7 mi. to Gibson. Gravel and Dirt.

Open August, 1925.

Pop. 3526. Elevation 18 ft. Tourist Camp—None. Modern hotel. OST Councilors, Dr. H. S. Smith and W. S. Lafargue.

Thibodaux is one of the old centers of the rich bayou country of Louisiana. Progressive city improvements, schools, public recreation park and playgrounds, and golf. Old homes of U. S. Chief Justice White, Governor Nicholls of Louisiana, and of Gen. Braxton Bragg of the Confederate Army. Old Episcopal Church of the "Fighting Bishop of the Confederacy." Graveled drives in all directions, and old sugar plantations, mills and homes that are reminiscent of Old Louisiana. Lake Verret, bathing beach and community resort, fishing and boating, 27 mi. north and west.

INFORMATION AND SERVICE

Drexler Motor Co. Storage, drive-in station, accessories. J. L. Drexler.

Jeffries Hotel. European Plan. John H. Mayer.

Bank of Thibodaux and Trust Co. C. P. Shaver, cashier.

Bank of Lafourche. K. J. Braud, cashier.

- 2060.9----- GIBSON, LA. (Bayou Black) ----- 756.1
 17.8 mi. Gravel and Shell.
 Pop. 387. Elevation 12 ft.
- 2043.1--- MORGAN CITY, LA. (Berwick Bay) --- 773.9
 8.7 mi. Gravel. Ferry over Berwick Bay from 5:45
 A. M. to Midnight. Ferry 35c.
 Pop. 5429. Elevation 15 ft. Tourist Camp—None.
 Country hotel. OST Councilors, M. E. Norman and H.
 J. Boudreaux.
 Morgan City is on Berwick Bay, the Gulf outlet of the
 numerous waterways that constitute the Atchafalaya
 Basin. It is said you can cruise, fish and hunt for many
 days out from Morgan City over lakes, bays and bayous
 noted in song and commerce, and seldom repeat on your
 course. Of some 2000 mi. of navigable waters in south-
 ern Louisiana, a half are in this basin. This was the
 ancient outlet of the Mississippi River. The lumber and
 fur industries, and the oyster shell chick feed industry,
 are extensive.
 Avoca Island with 16,000 acres is dyked, reclaimed and
 extensively developed. Morgan City ships 30,000,000 early
 cabbage plants. On Lake Palourde is the Morgan City
 bathing and camping beach.

INFORMATION AND SERVICE

Association of Commerce, A. W. Van Pelt, Secretary.
 Walsh Garage. Ford-Lincoln. Tourist service.
 Schwing's Restaurant. Day and night service. Tour-
 ists welcomed.
 Miller-Leonard Motor Co. Next to Post Office. Star-
 Durant-Flint.

- 2034.4-- PATTERSON, LA. (Atchafalaya River)-- 782.6
 17.9 mi. Gravel.
 Pop. 2538. Elevation 10 ft. Tourist Camp—None.
 Clean country hotel, good meals. OST Councilors, H.
 P. Williams and J. B. Sanarens.
 Old sugar plantations again, sugar mills, plantation
 homes, clusters of negro cabins, shaded drives, the Atcha-
 falaya River and then the Bayou Teche by the roadside.
 This is the beginning of the Teche country, the land of
 the Acadian exiles. Patterson lies near the junction of
 the Atchafalaya River and the Bayou Teche, with Grand
 Lake just above. Here the largest cypress mill in the
 world has developed—the F. B. Williams Co. West 15
 mi., on Bayou Teche, their second big plant will be
 passed. West and south by gravel road is Bayou Sale
 Beach (salt beach) on the Gulf. Graveled roads in all
 directions. A friendly town, and numerous pleasures if
 you stop a while.

INFORMATION AND SERVICE

Sanarens Drug Store. J. B. Sanarens.

- 2016.5----- FRANKLIN, LA. (Bayou Teche)----- 800.5
 18.8 mi. Gravel.
 Pop. 3504. Elevation 11 ft. Tourist Camp—Small
 grove on Bayou Teche. Hotel. OST Councilor, Wilson
 McKerall, Jr.
- 1997.7----- JEANERETTE, LA. (Bayou Teche)----- 819.3
 11.0 mi. Gravel.
 Pop. 2512. Elevation 20 ft. Tourist Camp—In pecan
 grove on Bayou Teche, east end, semi-secluded. Water
 at ice plant, toilets, caretaker. Country hotel. OST
 Councilors, A. P. Moresi and Frank Beaulieu.
 Jeanerette is another center for the enjoyment of the
 numerous waterways of southern Louisiana. Salt and
 fresh water beaches, fishing, hunting and other sports.
 The town is on the bank of Bayou Teche; the OST still
 follows this bayou famed in the stories of Evangeline
 and the Acadians. The scenes are all reminiscent of the
 Old South. Graveled drives in all directions thru highly
 cultivated sugar, rice and corn lands. Southward 18 mi.
 thru sugar plantations is Cote Blanche Bay (white
 beach bay), a salt water bathing beach, and sites for
 camping on the wooded bluffs. Further on same road
 is the Weeks Is. salt mine, producing 600 tons daily from
 650 ft. depths. Other salt islands, actively mined, are
 in this district and considered the purest salt deposits
 in the world. Charenton's fresh water beach on Grand
 Lake is about midway between Jeanerette and Franklin.
 A road, 2 mi. from Jeanerette, leads to Grand Lake for
 fishing and hunting. A friendly people.

INFORMATION AND SERVICE

Citizens Bank. C. C. Edwards. Tourists welcomed.
 Beaulieu Motor Co. Lincoln-Ford-Fordson. Repairs,
 storage.

1986.7---NEW IBERIA, LA. (Bayou Teche)--- 830.3

7.5 mi. Gravel.

Pop. 6278. Elevation 21 ft. Good hotel.

1979.2-----CADE, LA.----- 837.8

6.0 mi. to Broussard, Old Spanish Trail. Gravel.
6.2 mi. north to St. Martinville, Evangeline Trail. Gravel.
Pop. 200. Elevation 32 ft.

At Cade turn north on the Evangeline Trail for a visit to the heart of the Evangeline country.

ST. MARTINVILLE, LA. (Bayou Teche)

Pop. 2465. OST Councilor, Mrs. E. E. Voorhies.

St. Martinville the old Acadian town where Evangeline lived is the quaint center for many little journeys. On the bank of the Teche is the spreading live oak where Evangeline and her people landed; near by are the Evangeline home, church and other sacred landmarks. The surrounding towns and country are rich with interesting pictures for the tourist. Bayou Teche is on a southerly course here, and these are the western highlands of the Atchafalaya Basin, the ancient outlet of the Mississippi River. The Acadians were exiled from Nova Scotia in 1755. Herded in old ships, families and friends torn asunder, some were landed in Maryland, some in Louisiana, most of them to become wanderers searching for one another. After three years the Maryland group worked south seeking their friends and lost ones. The French had established Ft. Attakapas in 1756 at the present St. Martinville. The Evangeline party reached Attakapas about 1760. Numerous graveled roads.

INFORMATION AND SERVICE

Voorhies Hotel. Comfortable, home-like. Mrs. E. E. Voorhies.

1973.2-----BROUSSARD, LA.----- 843.8

7.2 mi. Gravel.

Pop. 602. Elevation 38 ft. OST Councilor, M. Billeaud, Jr. Three of the largest sugar mills in Louisiana are on the OST—Broussard, Raceland and Franklin. Daily capacity, 2000 tons cane giving 350,000 lbs. raw sugar, 96 test. The Franklin mill also refines, with daily capacity for 1,000,000 lbs. Visitors are usually welcome at these plants. The Chalmette Refinery at New Orleans is the largest refinery in the world; refines only, does not grind cane.

1966.0---LAFAYETTE, LA. (Bayou Vermilion)--- 851.0

16.6 mi. Gravel.

Pop. 7855. Elevation 40 ft. Tourist Camp—At Crystal Plunge Pool, 3.5 mi. north. Gordon Hotel. OST Councilors, A. Theaux and Fred Voorhies. OST Director, Mrs. A. A. Anding, Opelousas, La.

New census, 1926, pop. 11,237.

The highest elevations on the OST in Louisiana are at Lafayette and Broussard. The sugar and corn areas eastward weld in this parish into the rice areas westward. Lafayette is a railroad and bus center. Pershing Highway from Canada joins the OST here, and graveled roads are building in all directions. The city improvements, schools and industry all show progressive development. The Southwest Louisiana Institute is a fine college. The waterways and bayous eastward give way now to a land where shallow wells flow inexhaustible quantities of water and westward vast rice areas are cultivated. Lafayette is the Hub of Southwest Louisiana. Cotton, rice, sugar, corn are the principal products.

INFORMATION AND SERVICE

Chamber of Commerce, Gordon Hotel. H. B. Skinner, Secretary.

Gordon Hotel. European Plan. W. S. Gardiner, Mgr. Billeaud Motor Co. Lincoln-Ford-Fordson. A. Theaux. DeLuxe OST Cafe. Rest Room. C. O. Theriot.

1949.4-----RAYNE, LA.----- 867.6

8.0 mi. Gravel.

Pop. 2720. Elevation 36 ft. Tourist Camp—None. Country hotel, good meals. OST Councilor, R. C. Holt.

Rayne is developing importance as a rice center. Wells 300 to 400 ft. deep pump three to four million gallons of water daily. The plains of this section have been converted into vast fields of rice. Some cotton and corn are grown.

INFORMATION AND SERVICE

Stamm Motor Car Co., center of town. Dodge cars. All supplies. Road service. A. F. Stamm.

Morgan's Garage. Road service. Repairs, supplies. East of town.

1941.4-----CROWLEY, LA.-----875.6

19.0 mi. Gravel.

Pop. 6108. Elevation 25 ft. Tourist Camp—Small camp, center of city, electric lights, water, small pool, shower, toilets, oven. Egan Hotel. OST Councilors, Alpha LeBlanc and P. L. Lawrence.

Crowley is the "Rice City of America." 480,000 acres of rice lands in Louisiana with over 1000 mi. of feeder canals for irrigation. Wells, bayous and the Mermentau River supply the water for this district. One Crowley company pumps 800,000 gals. of water daily, enough for a city of 1,000,000 people. This prairie section is young. When its value for rice growing became evident many northerners came. These rice cities are being developed by men of courage and industry. Crowley is growing into a real American city of nice homes, fine city improvements, good schools and churches, and as a manufacturer of rice products. The Evangeline oil field, 23 yrs. old, is 16 mi. west on the north road between Crowley and Jennings. It averages 3000 bbls. a day. The Mermentau River bridge 14 mi. west on the Old Spanish Trail cost many years of effort by the Crowley and Jennings people, and was opened Sept. 26, 1924. Crowley Louisiana Club, 27 mi. Very fine duck and goose shooting. Don't hurry, this is all interesting country and graveled roads.

INFORMATION AND SERVICE

Cash Auto Supply House. Open day and night. E. L. Savoie.

Cash Motor Inn. Road service, repairs, supplies. D. L. & U. Clement.

Fisher's Garage. Road service, repairs, supplies, H. J. Fisher.

Crowley Trust & Savings Bank. Capital & surplus \$150,000.

First National Bank. View vast rice fields from top floor.

Egan Hotel. American Plan. Modern. C. A. Peck, Mgr.

Acadia Garage. Road service day and night. Repairs, storage. N. Broussard.

1922.4-----JENNINGS, LA.-----894.6

10.8 mi. Gravel.

Pop. 3824. Elevation 31 ft. Tourist Camp—By the More Mileage Station, center of city, water, electric lights, rest room, fuel. Madeline Hotel. OST Councilors, J. H. Heinen and E. S. Goodreau.

Jennings is another of the newer cities of southern Louisiana, and building substantially. 65% of its people are from other states. Great irrigating plants for rice have been established. Fine staple cotton is being grown. Jennings is also headquarters for 2nd Squadron 108 Cavalry, and for Troop F. Pretty homes, fine schools and churches. The Evangeline oil field lies 6 mi. east on the north road between Jennings and Crowley. It averages 3,000 bbls. a day. One noted well made nearly 4,000,000 bbls. South is Lake Arthur, hunting and fishing country. Mermentau bridge, 5 mi. east. Stop here a while.

INFORMATION AND SERVICE

More Mileage Station. Road service, open day and night, garage and supplies.

Jeff Davis Motor Co. Lincoln-Ford-Fordson. Storage, repairs.

Calcasieu National Bank. H. H. Hoag, Mgr.

LAKE ARTHUR

South from Jennings 14.3 mi. by gravel road. Sportsmen's outlet to Gulf Coast country. Hunting, fishing, bathing. Location of noted national hunting club. Pop. 1882. OST Councilor, E. S. Rice.

INFORMATION AND SERVICE

Shaffer Bros. Ford dealers, garage, repairs, supplies.

1911.6-----WELSH, LA.-----905.4

26.2 mi. Gravel and Paving.

Pop. 1456. Elevation 25 ft. Tourist Camp—South edge of town, in a secluded grove, commodious, storm shelter, deep well, electric lights, tables and benches, toilets. Small country hotel. OST Councilor, E. C. Willard.

Rice country, cotton and cattle. The wells are 300 to 400 ft. deep, pumping millions of gallons of water daily. Where the bayous can be tapped, big irrigating plants fill extended canal systems and flood the fields.

INFORMATION AND SERVICE

OST Restaurant and Fountain. A. B. Hall.

Service Garage. Road service, repairs, supplies.

Plezol Confectionery. Fountain, cigars. Tourist parlor.

Welsh Motor Car Co. Lincoln-Ford-Fordson. Storage.

1885.4--LAKE CHARLES, LA. (Calcasieu River)-- 931.6

12.9 mi. Paving.

Pop. 13,088. Elevation 17 ft. Tourist Camp—None. Majestic Hotel. OST Councilors, R. Krause and Terrell Wosley. New census 1925 shows population 17,265.

Port of Lake Charles metropolis of southwest Louisiana. On the Calcasieu River and Lake Charles. Five railroads. Completing 30-ft channel to the Gulf costing \$3,500,000. Cotton, rice, cattle, general farming. Golf and a lake resort south of the city. Paved and graveled drives and numerous waterways for fishing and hunting. A fine residence city. An important oil field opened a few miles west of the city.

INFORMATION AND SERVICE

Association of Commerce, opp. Post Office, maintains Tourist Information Bureau.

Majestic Hotel. European Plan. J. G. Michie, Prop. Huber Motor Co., Inc. Lincoln-Ford-Fordson. Prompt—efficient—reliable.

Moss & Watkins, Inc. Dodge Sales and Service.

Harry Huber Co. Buick Sales and Service.

Dubard Auto Livery. Finest storage garage in Lake Charles.

1872.5-----SULPHUR, LA.----- 944.5

14.4 mi. Gravel and Paving.

Pop. 1714. Elevation 30 ft. Tourist Camp—None. Largest sulphur mines in the world 2 mi. west.

INFORMATION AND SERVICE

Sulphur Motor Co., Inc. Lincoln-Ford-Fordson. Prompt—Efficient—Reliable. T. B. Moore.

1858.1-----VINTON, LA.----- 958.9

9.1 mi. to ferry landing. Gravel.

2.6 mi. Ferry to Orange, Texas.

Pop. 1441. Elevation 17 ft. Tourist Camp—Yes. Country hotel, good meals, OST Councilor, J. N. Wetherill. Ged oil field 4 mi. south producing 11,000 bbls. daily, 14 yrs. old.

Ferry to cross Sabine River at Orange from 5 a. m. to midnight. Regulated by La. Hwy. Dept. Rates 75c to \$1.00. Bridge to be built 1925-6.

INFORMATION AND SERVICE

Huber Motor Co., Inc. Lincoln-Ford-Fordson. Prompt—Efficient—Reliable. L. J. Schindler, Mgr.

Calcasieu National Bank. J. N. Wetherill, Mgr.

1846.4--ORANGE, TEX. (Sabine River, State Line)-- 970.6

24.6 mi. Paving.

Pop. 9212. Elevation 10 ft. Tourist Camp—West end, tables, benches, ovens, toilets, shower baths, running water.

INFORMATION AND SERVICE

Orange Chamber of Commerce.

1821.8----BEAUMONT, TEX. (Neches River)---- 995.2

20.8 mi. Paving.

Pop. 40,422. Elevation 22 ft. Tourist Camp—At Fair Grounds. South by paved road from Beaumont is Port Arthur, oil refining and shipping port, with a pop. of 22,251.

INFORMATION AND SERVICE

Port Arthur Chamber of Commerce.

Neches River bridge at Beaumont finished May, 1925. This bridge and approaches are more of the big works over the broad rivers and bays of the Old Spanish Trail.

1801.0-----NOME, TEXAS----- 1016.0

21.2 mi. Construction. Mileage according to new location.

Pop. 110. Elevation 44 ft.

Travel now follows the new grade kept in condition by the State maintenance forces. The paving will be started this year.

1779.8-----LIBERTY, TEX. (Trinity River)----- 1037.2

5.2 mi. Construction. Mileage according to new location.

Pop. 1117. Elevation 41 ft. Country hotel.

Old road is used; in fair condition, 6.5 mi. Heavy construction in progress across Trinity River bottoms.

Great credit is due Liberty County for her large part in the road work across the county between Nome and Crosby. From Orange to Houston the work is expensive and slow due to numerous river and drainage problems.

1774.6-----DAYTON, TEXAS-----1042.4

14.8 mi. (Construction 8.5 mi.; Shell 6.3 mi.)

Pop. 2527. Elevation 81 ft.

Travel now follows the new grade kept in condition by the State maintenance forces. To be paved.

INFORMATION AND SERVICE

Harrington's Garage. Road information and tourist accommodations.

1759.8-----CROSBY, TEXAS-----1057.2

23.1 mi. Paving and Shell.

Pop. 261. Elevation 46 ft.

West of Crosby 4 mi. is the San Jacinto River.

1736.7-----HOUSTON, TEXAS-----1080.3

30.3 mi. (Paving and Gravel 14.2 mi. Sugarland district, construction.)

Pop. 138,276. Elevation 64 ft. Tourist Camp—On OST opp. Rice Institute, in Hermann Park. Accommodates 1000 cars. Inspected and protected. Playgrounds and golf grounds adjoining.

This East Texas construction is concrete work made necessary by the extensive drainage basins to be crossed. The work east and west of Houston is involving over \$5,000,000. The sub-grades and bridges are completed. County and state officials and the Motor League of South Texas are cooperating with the Old Spanish Trail to put travel thru henceforth with reasonable comfort until the work is completed.

HOTELS

Hotel Cotton. Fireproof, first class, popular rates.

Brazos Hotel. Large, delightful. Brazos Court dinner garden.

Hotel Bristol. Fireproof, central, popular rates.

Bender Hotel. Headq. Motor League of South Texas.

Macatee Hotel. Near Grand Central Sta. All comforts.

Milby Hotel. Central location. Popular rates.

Rice Hotel. Finest cafeteria in the South.

Sam Houston Hotel. Houston's newest. \$2 to \$2.50.

INFORMATION AND SERVICE

Motor League of South Texas. Bender Hotel.

1706.4-----RICHMOND, TEX. (Brazos River)-----1110.6

3.5 mi. Gravel and Graded Dirt.

Pop. 1273. Elevation 84 ft. Tourist Camp—On lot, west side, opp. school. National Hotel. OST Councilor, T. B. Wessendorff.

Richmond is the first Anglo-American settlement in Texas. Other early settlements were Spanish or Mexican.

1702.9-----ROSENBERG, TEXAS-----1114.1

16.8 mi. Black Dirt.

Pop. 1279. Elevation 90 ft. Tourist Camp—East side, in mesquite grove. Tables, benches, toilets. Country hotel and a rooming house. OST Councilor, F. X. Joerger.

INFORMATION AND SERVICE

OST Garage. Center of town. Experienced mechanic. F. J. Jurica.

1686.1-----E. BERNARD, TEX. (Bernard River)-----1130.9

16.9 mi. Paving and Gravel.

Pop. 310. Elevation 120 ft. Tourist Camp—None. OST Councilor, R. B. Boettcher.

Rice, cattle and cotton section. This East Bernard bridge and paving was the first high class construction between Houston and San Antonio.

INFORMATION AND SERVICE

Highway Garage. Specially informed on road conditions. Ice water. L. H. Schaer.

1669.2-----EAGLE LAKE, TEXAS-----1147.8

16.1 mi. Gravel.

Pop. 2017. Elevation 156 ft. Tourist Camp—East side, on the highway, screened sleeping rooms, showers, toilets, ovens. Two country hotels. OST Councilor, W. E. Lenhart.

About 40,000 acres of rice lands in Eagle Lake district, 40% developed. Colorado River near. Water also from wells 27 to 40 ft. deep flood 35 to 50 acres.

INFORMATION AND SERVICE

Central Filling Sta. East side. Rest rooms, ice water. E. L. Mooney.

Davis Service Sta. New. Modern equipment. Adjoins

Central Filling Sta. R. B. Davis.

Eagle Lake Chamber of Commerce. First National Bank.

1653.1---COLUMBUS, TEX. (Colorado River)---1163.9

15.2 mi. Gravel.

Pop. 1720. Elevation 188 ft. Country hotels. OST Councilor, S. A. Harbert.

INFORMATION AND SERVICE

Harbert's Garage. Center of town. Drive-in station. Ladies' rest room. Ice water.

1637.9-----WEIMAR, TEXAS-----1179.1

8.6 mi. Gravel.

Pop. 1171. Elevation 310 ft. Tourist Camp—Near Brasher's Garage, shower, light. Country hotel. OST Councilor, H. Brasher.

INFORMATION AND SERVICE

Brasher Buick Garage. Opp. depot. Toilets, ice water.

1629.3-----SCHULENBURG, TEXAS-----1187.7

12.4 mi. Gravel.

Pop. 1246. Elevation 410 ft. Tourist Camp—On OST .6 mi. west, in nice grove, supervised. Showers, toilets, tables and benches, ovens, wood, mail box. Records show over 5000 cars carrying 18,000 people stopped at this camp in 1923. Country hotel. OST Director, J. C. Baumgarten.

Schulenburg is the trading center for prosperous farming section. Pretty rolling hills, small, well-developed farms. Cotton seed flour mill and furnace factory.

INFORMATION AND SERVICE

J. C. Baumgarten, OST Director. Lumber and Furniture.

1616.9-----FLATONIA, TEXAS-----1200.1

29.1 mi. (4.5 mi. Gravel W. from Flatonia; 7.3 mi. Graded Dirt to Waelder; 17.5 mi. Gravel to Gonzales.)

Pop. 995. Elevation 367 ft. Tourist Camp—In town, on OST, some shade, good drainage, water, toilets, tables and benches. Country hotel. OST Councilor, O. L. Lee. Trading center. Rolling country, well-kept farms. Cotton, corn, potatoes, hay; large turkey, chicken and egg market.

INFORMATION AND SERVICE

O. L. Lee Garage. Opp. depot. Chevrolet. Careful attention.

1587.8-----GONZALES, TEXAS-----1229.2

San Marcos and Guadalupe Rivers.

34.0 mi. Gravel and Paving.

Pop. 3128. Elevation 292 ft. Tourist Camp—(1) In town, shelter house, toilets, water. (2) On San Marcos River 2 mi. west on OST. Fine natural grove. Supervised. Both camps maintained by the community. Country hotel. OST Councilor, O. B. Robertson.

Gonzales is noted in the history of Texas liberation as the "Lexington of Texas." Thirty-two of her men died in the Alamo. The Texans mobilized there and fired the first shot for Texas independence. Santa Anna invested the town. State Park reservation in the town on the OST. Civic improvements progressing, asphalt streets, golf, nice residences. Rich wooded and farming country, rolling hills and valleys, cotton, corn and varied products, and industries.

INFORMATION AND SERVICE

Gonzales Chamber of Commerce. W. E. Donovan, Sec. Michelson Bros. Candies, fountain, lunches. Opp. Plaza. Beasley Auto Co. Garage. On Plaza two doors from hotel. Complete equipment. Rest room. Gonzales Motor Co. Garage. Complete equipment and conveniences.

Citizens Auto Co. Full service. Opp. Post office.

1553.8---SEGUIN, TEX. (Guadalupe River)---1263.2

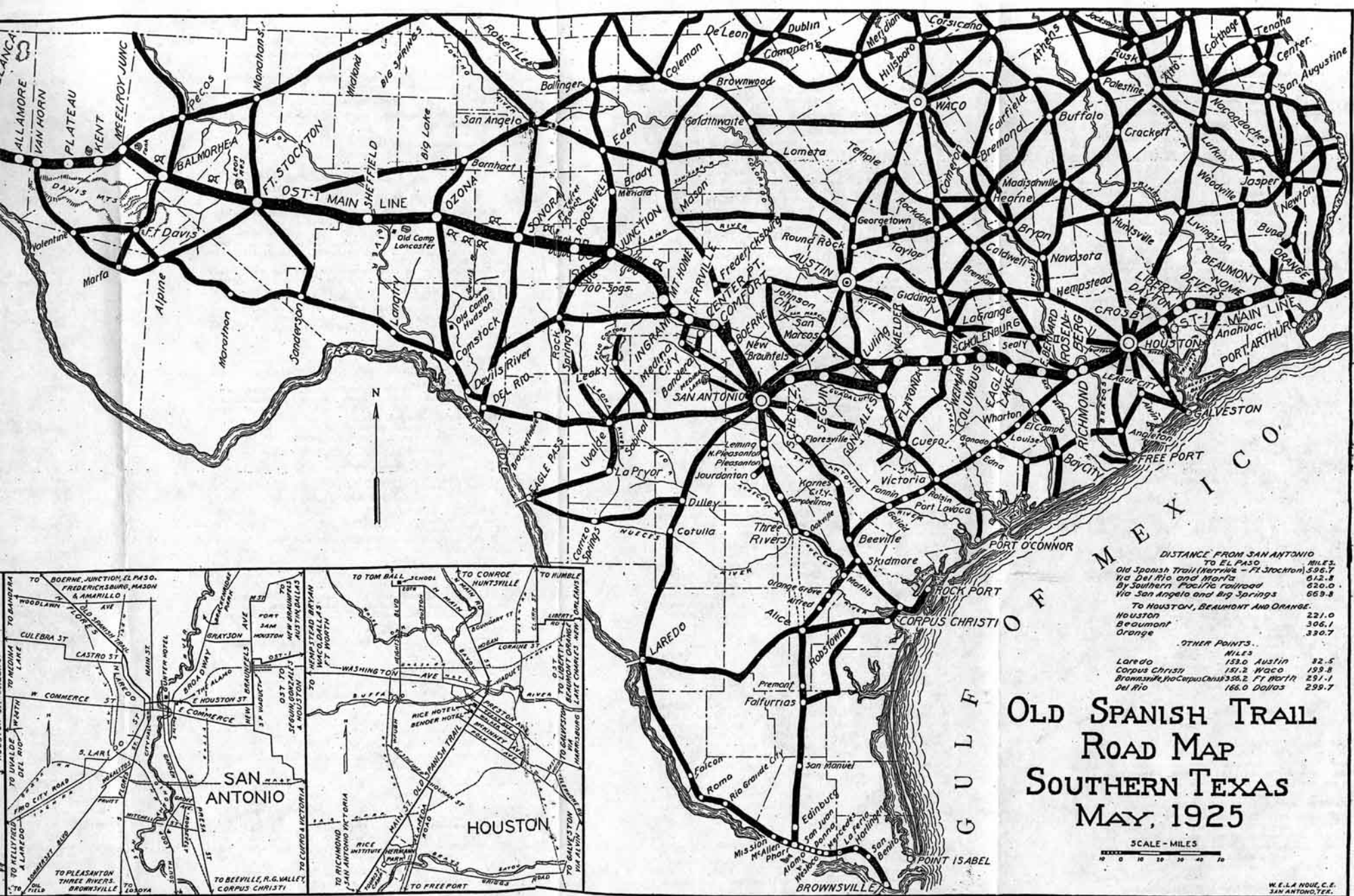
19.9 mi. Paving.

Pop. 3631. Elevation 538 ft. Tourist Camp—On Guadalupe River, south of town. Water, lights, fishing and bathing. Permits for golf course free at Chamber of Commerce. Two modern four-story brick hotels. OST Councilors, H. S. Mansfield and W. E. Lovett

Towns of McQueeney, Marion and Cibolo on the way.

INFORMATION AND SERVICE

Seguin Buick Co. Service and storage. Opp. Aumont Hotel. Breustedt Bros.



OLD SPANISH TRAIL ROAD MAP SOUTHERN TEXAS MAY, 1925



DISTANCE FROM SAN ANTONIO

TO	MILES
EL PASO	596.7
Old Spanish Trail (Herrin - Ft. Stockton)	612.8
Via Del Rio and Marfa	620.0
By Spangula - Big Spring - Rowland	659.9
Via San Angelo and Big Springs	659.9
TO HOUSTON, BEAUMONT AND ORANGE	221.0
HOUSTON	306.1
Beaumont	330.7
Orange	330.7

OTHER POINTS

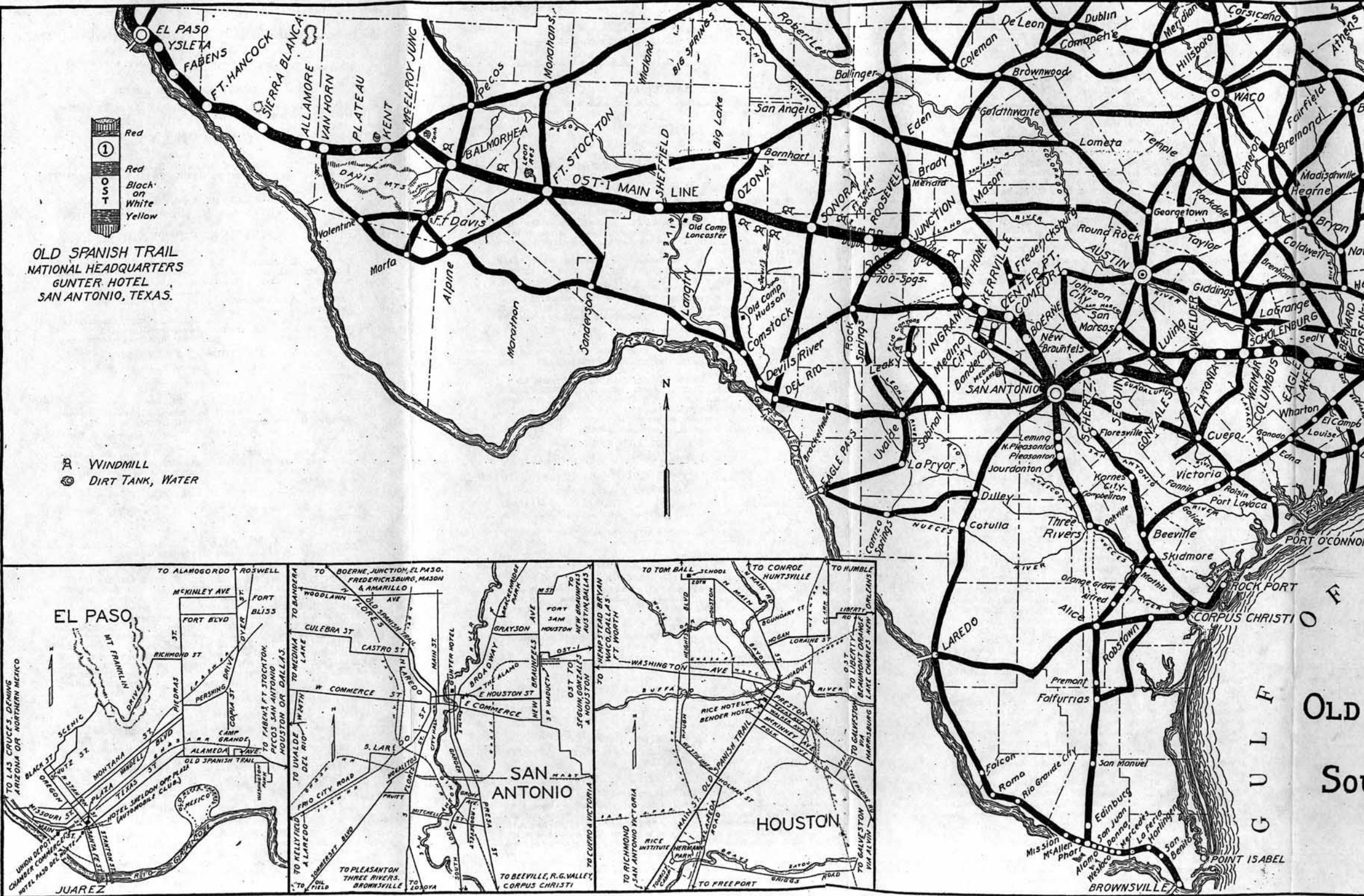
TO	MILES
Laredo	82.5
Corpus Christi	159.3
Waco	159.8
Brownsville, Via Corpus Christi	356.2
Del Rio	291.1
Del Rio	166.0
Dallas	299.7





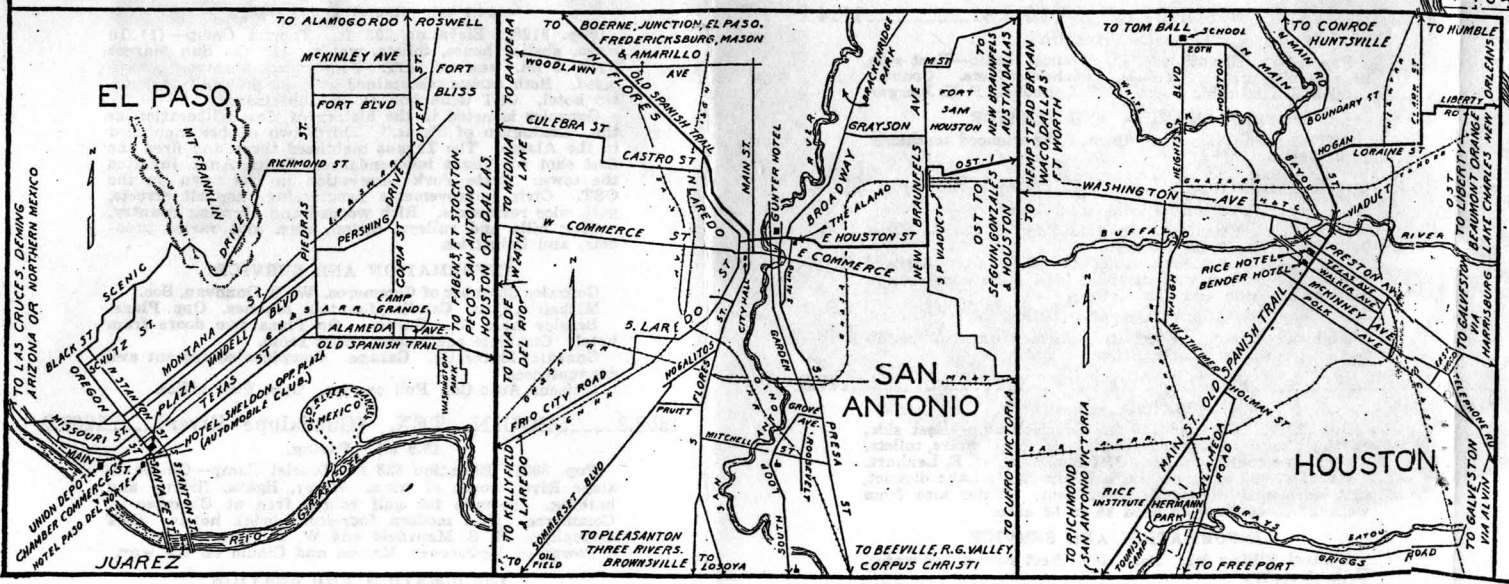
OLD SPANISH TRAIL
NATIONAL HEADQUARTERS
GUNTER HOTEL
SAN ANTONIO, TEXAS.

WINDMILL
DIRT TANK, WATER



Old
South

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1533.9-----SCHERTZ, TEXAS-----1283.1

18.2 mi. Asphalt and Gravel.

Pop. 315. Elevation 718 ft. Country hotel, meals.

INFORMATION AND SERVICE

Schertz

OST Service Sta. Ladies' rest room, ice water. Ebert Bros. Gulf Filling Sta. Opp. depot. Refreshments.

Kirby, 9.6 mi. west of Schertz

Kirby Garage. Oil, gas and good service. Frank Janke.

1515.7-----SAN ANTONIO, TEXAS-----1301.3

Zero at OST Zero Milestone, City Hall Plaza.

31.2 mi. Asphalt Paving.

Pop. 161,379. Elevation 716 ft. Tourist Camps—(1) Brackenridge Park, on San Antonio River, all conveniences; one of the most beautiful parks in the United States. (2) Covington Park, on Salado River. Pecan grove, all conveniences; outside city limits, on Gonzales road.

San Antonio is the ancient Spanish capital; it is the tourist center of the Southwest and the Metropolis of Texas. Its old missions; its relics of Spanish days; its location among the foothills, canyons and great ranches of the Southwest; its dry, all-year sunshine; its extensive mileage of automobile drives, distinguish it among the great cities of the South. It is the geographical center of the Old Spanish Trail. In ancient time it was the heart center of Spanish effort.

This county (Bexar) is the second in the U. S. in paved roads, of which 300 mi. are limestone rock asphalt, with hundreds of miles of gravel and paving built or building into the hills beyond. Don't hurry—plenty of time to see and enjoy.

HOTELS

The Gunter. Social and commercial center. 350 rooms with bath.

The Menger. Rich in old historical associations. 200 rooms.

Baker Hotels. The Texas at Ft. Worth; Stephen F. Austin at Austin; the Gunter and Menger at San Antonio.

The Robert E. Lee. San Antonio's newest. 200 rooms with bath, \$2.50 down. Percy Tyrrell.

St. Anthony Hotel. San Antonio's leading hotel. 450 rooms.

Travelers. Seven stories of solid comfort. C. N. Wuest, Mgr.

Lanier. New, fireproof. 300 rooms. Without bath \$1.50 and \$2.00. With bath \$2.00, \$2.50, \$3.00. Joe Lanier Nix, Mgr.

Crockett. New, fireproof. 133 rooms; 122 with private bath. Just back of the Alamo. Free parking space. L. B. Stoner, Mgr.

INFORMATION AND SERVICE

Old Spanish Trail National Headq. Gunter Hotel.

San Antonio Chamber of Commerce, Highway Dept.

San Antonio Auto League. A.A.A. Service and Garage.

Jamison Auto Supplies, Service and Drive-in Sta. 341 Broadway. Nice personal attention.

W. E. Lowry Drive-in Sta. Kelly-Springfield tires. All supplies. Romana Plaza, at Dallas st.

A. C. Toudouze. Filling sta., accessories, genl. mdse. 3903 S. Flores st.

C. M. Swift. Camp outfits, tents, supplies. 218-20 S. Flores st.

THRU THE HILLS

The Old Spanish Trail westward from San Antonio cuts directly thru the interesting hill country to El Paso, leaving the railroad and the monotony of driving hour after hour beside a railroad track. The mileage is shortened and the traveler enjoys an inviting country. The railroad engineers sought the levels and the less expensive construction west from San Antonio.

The OST runs thru the center of the spring-water country. The springs and rivers are described on page 40. Fourteen clear-water rivers are in West Texas. Bexar, Kendall, Kerr and Kimble counties have a thousand miles of spring-fed rivers and creeks. Good drinking water prevails. Hotels serve generous country meals. Vacation and auto camps are developing. The high elevations and dry sunshine temper the climate. The rugged hills and mountains provide constantly changing scenes. The OST towns have fireproof garages. The people are hospitable and make the traveler feel welcome.

1484.5-----BOERNE, TEXAS-----1332.5

17.6 mi. Gravel and Caliche.

Pop. 1153. Elevation 1405 ft.

1466.9---COMFORT, TEX. (Guadalupe River) ---1350.1

9.9 mi. Gravel and Dirt.

Pop. 713. Elevation 1429 ft. Tourist Camp—On Guadalupe River, east end. Country hotels, good meals. OST Councilor, Wm. Wiedenfeld.

Comfort is the Gateway to the Guadalupe Hills. The drive is now through green valleys and along clear-water streams, with a new picture at every turn of the road. Back in the hills are sheep and goat ranches. The Guadalupe River and the Cypress Creek join at Comfort. The Old Spanish Trail now follows the Guadalupe on up to Ingram, then up the Johnston fork to Mountain Home. Beyond Mountain Home the divide is crossed, then come the tree-lined waters and valleys of the approach to Junction. This is the Hill Country of Texas, spring-water rivers, dry, breeze-laden air, and interesting drives.

INFORMATION AND SERVICE

Comfort Auto Co. Lincoln-Ford-Fordson garage. Ph.98. Holecamp Motor Co. Garage. Dan Holecamp & Sons. OST Filling Station. Cafe, confectionery. Ladies' rest room. Robt. Stahmann, proprietor.

1457.0--CENTER POINT, TEX. (Guadalupe R.)--1360.0

11.1 mi. (5 mi. Graded Dirt and Gravel; 6 mi. Asphalt.)

Pop. 613. Elevation 1573 ft. Tourist Camp—Nice camping places under the trees along the river— inquire Center Point Mercantile Co. Several country hotels, good meals. OST Councilor, F. C. Nelson.

Center Point sits on a bluff overlooking the Guadalupe river. Old Camp Verde lies westward toward the Bandera Pass, a noted frontier military post.

Grain, cotton and general farming; cattle, goat and sheep ranches.

INFORMATION AND SERVICE

OST Ford Garage. Center of town. Complete service.

1445.9---KERRVILLE, TEX. (Guadalupe River)---1371.1

7.4 mi. Gravel.

Pop. 4400. Elevation 1645 ft. Tourist Camp—West end in a grove on the Guadalupe River. Elec. lights, shelter house, flush closets, city water, showers, custodian. Good hotels and boarding houses. OST Councilors, Ally Beitel, Hal Peterson.

Kerrville is the largest primary wool and mohair market in Texas and the resort center of the Hill Country. Its population has grown from 2353 in 1920 to 4400 in 1925. Institutions of state and national importance are centering around Kerrville—the American Legion Hospital, 3 mi. east on OST, cost \$2,000,000, now conducted by the U. S. Government; the Westminster Encampment one mile east on OST, state camp of the Presbyterians but for all denominations, with furnished cottages, tents, dining hall, meetings, sports; 1.5 east on OST the Schreiner Institute, a military school of junior college work with new half million dollar plant endowed by Charles Schreiner; 2.6 mi. west on OST the Methodist Encampment high in the hills; west 17.4 mi. site of state fish hatchery on the Guadalupe planned to be one of the greatest hatcheries in the United States, made possible by the generous cooperation of Kerrville, Junction and the State of Texas. Along the river are resort camps with cabins and one athletic and two character camps for boys.

Kerrville has paved streets, modern stores, \$42,000 golf course, bathing, boating, fishing and the varied amusements of a healthy outdoor people. The Guadalupe River and branches are clear-water mountain streams fed from numerous springs and shaded with large timber. The drives among the hills and the rivers are cool and delightful.

INFORMATION AND SERVICE

Kerrville Chamber of Commerce. Tourist Bureau. Lee Mason & Son. Ford sales and service. West end. Filling Sta., rest rooms, ice water, air scales, park drive service.

Weston's Garage and Drive-in Sta. Opp. St. Charles Hotel. Modern, fireproof, well equipped. Ladies' rest room, ice water.

1438.5-----INGRAM, TEX. (Guadalupe River)-----1378.5

11.8 mi. Gravel.

Pop. 104. Elevation 1800 ft. Country hotel.

From Ingram the OST follows up the Johnston fork of the Guadalupe. Wild country west along the river.

1426.7-MOUNTAIN HOME, TEX. (Guadalupe R.)-1390.3

38.0 mi. Gravel to Junction.

Pop. 47. Elevation 2100 ft. Tourist Camp—Mountain spring camp in pecan and oak grove on bluff by the river, spring water, electric lights, toilets and other conveniences. OST Councilor, Mrs. N. B. Estes.

Mountain Home westward the drive is up over the divide. West of the divide the Johnston fork of the Llano River is crossed six times. Groves of great trees shade the clear, living waters. The drive is rich in camping and scenic attractions. Sheep and goat ranches.

Gas and oil 7 mi. W. and at Segovia 26 mi. W.

INFORMATION AND SERVICE

Estes Store. General supplies. Garage and expert mechanic. Gas, oil, groceries. N. B. Estes.

1388.7-----JUNCTION, TEXAS (Llano River)-----1428.3

20.2 mi. (12 mi. Gravel; 8 mi. Graded Dirt and Gravel Trails thru the River Basin.)

Pop. 1269. Elevation 1708 ft. Tourist Camp—In pecan grove on the Llano River, maintained by the community. Numerous conveniences. Fritz Hotel. OST Vice President, C. R. Stevenson; Councilor, Emil A. Loeffler.

Junction lies high in the hills and is a center of the spring-water rivers. Its name, junction of the North and South Llano rivers. The OST follows the North Llano westward for 28 mi., the clear waters, rock formations, and virgin groves a constant pleasure. Old Ft. Terret ranch is by the headwaters springs that feed this river. Southward 20 mi. lie the Seven-Hundred Springs, near the headwaters of the South Llano River. Further are the Frio Canyons, and the Rock Springs country. Camping and fishing spots numerous. Junction and Kerrville are providing a fish hatchery. Shade is abundant; the mountain formations are wild and rugged. Southwest Texas is underlaid with water. Thru the ages nature has been working her wonders in this rock and hill country. There are 500 mi. of spring-fed streams in the county.

Up the South Llano River 9 mi. is the V-H Ranch Camp, the best camp for family or tourist in Texas.

Westward are the great plains, plateaus and mountains of Texas with sheep, goats and cattle to the Pecos River, and cattle beyond. Northward, at Menard, are the ruins of old Spanish mission works dating from 1757 and there also the legends of Coronado's search for the Mountains of Silver, and of the later period of the Lost Mine. Don't hurry—many camping places.

INFORMATION AND SERVICE

Junction Hardware Co. Supplies. Road information. Loeffler Motor Co. Garage and Drive-in Sta. Modern, fireproof, well equipped. Rest rooms.

Fritz Hotel. Best meals in West Texas. Home attentions. Joe Fritz, proprietor.

1368.5---ROOSEVELT, TEXAS (Llano River)---1448.5

44.9 mi. (8 mi. Gravel Trails thru River Basin; 37 mi. Natural Gravel and Graded Dirt.)

Pop. 62. Elevation 2000 ft. Tourist Camp—Camp Wagner; camp cabins for rent, running water, elec. lights, stoves. Fishing, bathing, boating at river. Free campsites. Rooming house, meals. OST Councilor, Ben F. Simon.

Roosevelt is on the North Llano River, the OST following the gravel basin, with numerous fords and rare pictures; spring-water country. Good fishing. Goat and sheep ranches. New road to Sonora under construction along scenic ridges.

West along the river are Camp Allison in a pecan grove, Ft. Terret springs and many camping spots.

INFORMATION AND SERVICE

General store; fishing and camp supplies. Camp cabins, tents, cots, blankets for rent. Well equipped garage. Ben F. Simon.

When fording western rivers change to low or second gear and go across steadily. The bar or shallow water is apt to form a little below the direct line across.

1323.6-----SONORA, TEXAS-----1493.4

38.1 mi. Gravel, some Graded Dirt.

Pop. 1009. Elevation 2140 ft. Tourist Camp—East end, shelter-house, city water. Hotel McDonald. OST Councilors, W. L. Aldwell and Joe Trainer. This is still the sheep and goat country, and a country of bumper gates, for sheep and goats easily clamber over cattle guards.

Come to a full stop at these gates, change to low gear and push thru quickly. The gate will open easily and close after you.

West Texas is a country of great distances and big ranches. The people are still pioneers. Supplies are carted 70 to 100 mi. from railroads. The towns are enterprising, schools are good, the country interesting, the drinking water is good, the climate dry and invigorating. These West Texas towns are essentially the whole county; outlying are the great ranches. This county with 1598 pop. is undertaking to build nearly 100 mi. of federal standard highway. The road north and south is completed. The OST Sonora eastward is under construction along a scenic ridge. The men who conquered the west are conquering new difficulties. Stops and better acquaintance with the people of West Texas are worth while.

INFORMATION AND SERVICE

Sonora Motor Co. 14,500 ft. floor space. Ladies' rest room. Day and night service. S. R. Hull.

City Garage. Day and night service. Good mechanics. Free ice water. C. S. Keene.

Pierce's Cafe. Good food, fountain, candies, tobacco, newspapers.

Vander Stucken-Trainer Co. General store. All supplies.

Dew Drop Inn. Tourists' rest room. Cold drinks, cigars, candy, sandwiches.

Hotel McDonald. 44 rooms, \$3.25 up with meals and bath. Modern conveniences. Mrs. Josie McDonald, Ph. 9.

1285.5-----OZONA, TEXAS-----1531.5

44.6 mi. Gravel, some Graded Dirt.

Pop. 1000. Elevation 2250 ft. Tourist Camp—Large shelter house, screened dining rooms, tables, benches, shower baths, toilets, electric lights, wood. Ozono Hotel. OST Councilors, Joe North and Joe Oberkampf.

Great sheep, goat and cattle country; high rock-bound hills and plateaus. Bumper gates, for sheep and goats get over all kinds of obstacles. Come to a stop against the gate then go thru quickly in low gear.

Oil wells north and west. Live Oak Hill with its alpine road 28 mi. west; Live Oak Creek, good water, 34.7 mi. west. Ruins of old Camp Lancaster visible to the south from the OST along Live Oak Creek; entrance at gate just east of Live Oak Creek crossing. Ozona is another mid-west community with schools and civic improvements developing nicely and a country to interest the traveler.

Stock up with supplies and the good drinking water.

INFORMATION AND SERVICE

Ozono Garage. North side of Park. 8000-ft. floor space. Ladies' rest room. Tourist camp.

Ozono Meat Market. Finest barbecue meats. Day and night service. R. J. Cooke.

Ozono Hotel. W. B. Grannis.

Dudley Garage. Largest between San Antonio and El Paso. Rest rooms. Fireproof. W. J. Grimmer, Mgr.

1240.9-----SHEFFIELD, TEXAS (Pecos River)-----1576.1

73.0 mi. Gravel, some Graded Dirt.

Pop. 100. Elevation 2229 ft. Tourist Camp—Good camping places, good spring water. Country hotel, good meals.

Sheffield to Ft. Stockton the famed country "West of the Pecos" is entered, a land strange and interesting and filled with history reaching back to Spanish, pioneer and military days. Good spring water is at Live Oak Creek which joins the Pecos River just below Sheffield; on the creek is old Camp Lancaster. West from Sheffield 49.5 mi. the Tunas Creek is crossed; east of there about 6 mi. and off the highway are the Salado Springs; near the crossing are the Escondido Springs; 3.8 mi. west of the crossing are the Tunas Springs, the headwaters that come from under the rock hill and road. Salado means salty in Spanish; Escondido means hidden; Tunas, the prickly pear cactus. In the

stage coach days from San Antonio to San Diego there were stations at these springs, and at Comanche Springs (Ft. Stockton), at Leon Springs 9 mi. west of Ft. Stockton, in Limpia Canyon and at Ft. Davis and on westward. An old stone corral still remains down the hill by the Tunas Springs. Over on the meadow the old stone stage station is visible from the highway.

In 1684 when the La Salle expedition was approaching the Texas shore to disembark and perish after missing the mouth of the Mississippi River a company of Spaniards, priests and Indians under Mendoza and from below El Paso killed their first buffalo at Comanche Springs. The treaty following the Mexican War of 1846-7 required the United States to prevent the northern Indians from invading Mexico. Forts and garrisons were planted at these watering places from San Antonio to San Diego. Seventy years previously the Spaniards planted a string of presidios and missions near the Rio Grande and westward to California as their northern fortifications against the Indians. The old advertisement on the inside front cover of this Travelog shows the travel route that developed from San Antonio to San Diego after the Mexican War. The Old Spanish Trail traverses this historic and remarkable territory along essentially the same route except for minor changes due to modern day needs. The old trails to Chihuahua, Mexico, crossed the Pecos River above Camp Lancaster and turned southward at Leon Springs, Ft. Stockton, and thru the Paisano Pass to the mouth of the Conchos River on the Rio Grande. From this Ft. Stockton country northward the old Connelly trail of 1839 led to Arkansas. The Indian raids into Mexico ran from 1820 to 1890 led chiefly by Comanches, Apaches and Kiowas. Watering places on the raiding trails were the Tunas, Comanche and Leon Springs.

INFORMATION AND SERVICE

Sheffield Garage. Drive-in Sta. All night service, all repairs, fireproof. Jerome Lackey.

Hale Garage. Drive-in Sta. All night service, all repairs, fireproof, towing, auto camp, ladies' rest room. C. E. Hale.

1167.9-----FT. STOCKTON, TEXAS-----1649.1
Zero at Post Office.

53.6 mi. Gravel, some Graded Dirt.

Pop. 1297. Elevation 2948 ft. Tourist Camp—At Comanche Springs, dressing room, electric lights, swimming pool at springs. Hotel Stockton. OST Councilors, James Rooney and Dr. D. J. Sibley.

"The Spring City of Texas" is a bit of country made fertile by irrigation from great springs. The springs in the West Texas country were the "water-holes" and stations when the overland coaches and pioneers traveled between San Antonio and El Paso and on to San Diego. The army planted its frontier posts around these springs. More anciently they were points of meeting or contest as Indian tribes and Spanish conquerors, adventurers and missionaries struggled for mastery. Comanche Springs, now in the center of Ft. Stockton, irrigate 6250 acres of alfalfa, oats, barley, wheat, fruits and vegetables. 18,800 tons of alfalfa were shipped in 1924. West 9 mi. are Leon Springs with 3000 acres under cultivation and Leon Lake covering 700 acres. Ft. Stockton is developing a country club at the lake, with fishing, hunting and other privileges. Northeast 35 mi. are two irrigating districts watered from the Pecos River; the Zimmerman District now farms 10,000 acres; the Imperial District, 12,000 acres. Efforts are in progress to build Red Bluff dam across the Pecos and make cultivation possible for a total of 50,000 acres. Stock with supplies, water, etc. No settlement along the way.

West. 12.8 mi. Loma Ocatilla, a hillside of interesting Ocatilla cactus. Oil and gas 17 mi. E. of Balmorhea.

INFORMATION AND SERVICE

Stockton Pharmacy. Drugs, kodaks, fountain, confections.

Rooney Mercantile Co. Complete department store. Camp and auto supplies.

Hotel Stockton. Largest, best equipped hotel between San Antonio and El Paso.

Gray's Cash store. Near Hotel Stockton. Standard brands of provisions. Like to help tourists. F. A. Gray.

Pace Auto Co. Authorized Ford sales and service. Tourist headquarters. Geo. B. Pace.

1114.3-----BALMORHEA, TEXAS,-----1702.7

25.4 mi. Gravel, some Graded Dirt.

Pop. 400. Elevation 3200 ft. Tourist Camp maintained by OST Filling Sta. Shade, shower, elec. lights, cabin, protection. Hotel Balmorhea. Clean restaurant. OST Councilor, B. W. Van Deren.

Balmorhea is named for the founders, Balcomb, Moore and Rhea. A green valley of irrigated farms along the painted Davis Mts. with 12 mi. of the OST thru the valley and a new picture at every turn. The water is from the San Solomon Springs 4.4 mi. west from the hotel and from Phantom Springs 8.2 mi. west and from flood waters from the mountains. The springs flow 25,000,000 gals. daily. The reservoir covers 529.6 A. and cost \$125,000. There are 20.5 mi. of main canals, 32 mi. of service canals, three diversion dams, and many miles of local roads among the intensively cultivated farms. 23,400 tons of alfalfa were produced last year. 12,900 A. under cultivation.

Balmorhea is becoming one of the inviting spots on the OST. Its people have fought the battles all pioneers fight. The figures reveal their achievements. The reservoir affords good fishing, you may bathe at several places, camp by the cavernous Phantom Springs, or make trips into the mountains and feel the joy of life. Stock with supplies, water etc. A desert country is being crossed.

INFORMATION AND SERVICE

Hotel Balmorhea. Home cooking, clean. C. M. Linton. OST Filling Station. Garage, repairs, supplies, auto camp, shade, shower, cabin, lights. John B. Coffey. Hi-way Garage. West end. Fireproof, all repairs, all night service. Ice water. Crenshaw Bros.

1088.9-----McELROY JUNCTION, TEX.-----1728.1

49.0 mi. Gravel.

Elevation 3950 ft. The Bankhead Highway from Ft. Worth joins OST. Gomez Peak to the southwest 7767 ft. high. OST Councilor, E. C. McElroy.

Westward is a desert land and mountain peaks. Stock up carefully. At Kent, 10.6 mi. W. a store, gas and oil; water westward at 14.7 mi. and 18.8 mi. Also at Boracho station 21.2 mi. W. and Plateau station 31.4 mi. W. and Wild Horse station 40.1 mi. W.

INFORMATION AND SERVICE

Davis Mt. Filling Sta. Gas, groceries, free camp, cabins, spring water, all night service. E. C. McElroy.

1039.9-----VAN HORN, TEXAS-----1777.1

33.3 mi. Gravel.

Pop. 614. Elevation 4010 ft. Tourist Camp—Shelter and ovens. Country hotels and good water.

Western entrance to Davis Mountains. Cattle and desert country set with mountain peaks. Allamore sta. store, gas, oil 10.9 mi. W. and Eagle Flat sta. 18.8 mi. W.

1006.6-----SIERRA BLANCA, TEXAS-----1810.4

34.7 mi. Gravel.

Pop. 723. Elevation 4512 ft. Tourist Camp—A camp house in case of emergency. Palace Hotel. OST Councilor, A. B. Pascal.

Sierra Blanca means "white mountain." Junction of S. P. R. R. and T. P. R. R.

Etholen sta. 4.5 mi. W. and a railroad water tower about 10 mi. further W. Finlay sta. 19.1 mi. W. McNary 30 mi. W.

INFORMATION AND SERVICE

Borderland Auto Co. Drive-in Sta. Storage, all repairs, good mechanics, genuine Ford parts. Free drinking water. Williams & Brown.

Palace Hotel. Clean. Reasonable. Home cooking.

The Old Spanish Trail is the only transcontinental highway open all the time. It is thru the land of perennial sunshine; the eastern sections are tempered summer and winter by the Gulf of Mexico and the trade winds from the Gulf; in the western sections the sunshine, elevations and dry atmosphere combine to make an agreeable, all-year climate.

971.9 -----FT. HANCOCK, TEX. (Rio Grande)-----1845.1

23.6 mi. (11 mi. Gravel, then Paving.)

Pop. 34. Elevation 3519 ft. Clean, comfortable hotel accommodations.

The highway now follows the course of the Rio Grande into and beyond El Paso. The town and the remains of the fort (abandoned 1883) are a mile north of the highway. Travelers should stop over and see the irrigated farming development down along the river for many miles. Irrigation, old and new, is along the Rio Grande here and there all the way to Brownsville and the Gulf. From Ft. Hancock much can be learned, and from Ft. Hancock westward to El Paso and northward into New Mexico greater irrigation works will be seen.

The mountains to the south are in Mexico.

INFORMATION AND SERVICE

Ft. Hancock Mdse. Co. General store, hotel, restaurant. Q. A. Hare.

948.3 -----FABENS, TEXAS (Rio Grande)-----1868.7

16.6 mi. Paving.

Pop. 500. Elevation 3612 ft. Small hotel and garage.

931.7 -----YSLETA, TEXAS-----1885.3

12.7 mi. Paving.

Pop. 2025. Elevation 3827 ft. Interurban to El Paso.

This is the "Valley Road" of El Paso, following the course of the Rio Grande. This tree-shaded highway, the irrigating canals, truck gardens and country homes are a refreshing picture. (See El Paso for the valley's old history.)

THE DESERT NOT DESERTED

Varied and Interesting—Irrigation and Mining Developing its Riches—Cities, Mountains and Mystery adorn it.

"Desert is the right word topographically for the arid region of high tableland comprising adjacent territory of the bordering States of Texas, New Mexico, old Mexico, and Arizona. Descriptively it is a misleading, a wrong word. To the conventional imagination it calls up aching areas of dust and endurance, dead-level expanses of sandy Sahara deserted by every animate thing—

So lonely 'twas, that God himself
Scarce seemed there to be.

"The American desert is not deserted. It is redeemed sporadically by green alluvial valleys with their human and vegetable life richer than the oases of Biskra or the garden spots of the Arabian desert; while its remaining areas, unredeemed in a commercial sense, carpeted with the olive green of mesquite, low-growing visnaga and yucca, cheered by the lemon-yellow of palos-verdes, the rose-pink of ironwood blossoms, and the scarlet flame of ocatillas, need only the magic touch of water to prove their latent agricultural wealth of soil. Their very desolation reveals the outcroppings of a well-nigh inexhaustible mineral treasure; agriculturally that same desolation is less barren than fecund, not dead but unborn and coming to birth. And in other ways than material, hard to describe in words how thickly peopled are these high open places! Memories and traditions and tokens of vanished peoples who lived and built, made war and loved, here long ago! The very coming together of all undefinable celestial color! The dwelling-place of the Great Spirit!

"Stricken dumb after leagues of tumultuous mountains, where man and his perplexities dwindle out of sight and his motor car becomes an insufferable impertinence, the pictured worshipful gesture of the solitary Indian comes to mind with a sense of positive relief: standing upon his mountain-top and fronting the west across the beauty and the vastness and thrilling loneliness he knows so well but cannot understand; silently with arms outstretched lifting his face to the quiet sky."—George Marvin in *The Outlook*.

919.0 ----- EL PASO, TEXAS (Rio Grande) ----- 1898.0

Zero at Hotel Paso Del Norte.

19.6 mi. Paving.

Pop. 77,560. Elevation 3762 ft. Tourist Camp—Camp Grande, Alameda Ave., east end on OST, fine accommodations, both private and general.

El Paso del Norte, the Pass of the North, Gateway to Mexico and the new Southwest, keypoint to a veritable empire. Cabeza de Vaca and his companions passed here in 1536. First Spanish settlement made in 1659. Noted point on El Camino Real (the King's Highway) from Mexico City to Santa Fe. City of importance, modern in every respect; manufacturing and distributing center. In heart of rich irrigated farming, cattle and mining districts. Ft. Bliss, one of the most important military and air bases in the United States, is located at El Paso.

The pass thru the mountains extends from the city some three miles north to the big smelter. The road from El Paso follows the Rio Grande northward to Mesilla Park, 40.7 mi.

During the great Indian rebellion of 1680 around Santa Fe the colonists retreated to the church at the Pass (Juarez) and the real settlement of Paso del Norte began. The church at Juarez was founded 1659. The valley missions Ysleta, San Lorenzo, Cinecu and Socorro were mothered by this church. Irrigation brought prosperity to the churches and colonists; the valley towns of Ysleta, Socorro and San Elizario grew in importance. Juarez is the early El Paso; the name Juarez is new. The present El Paso came into existence after Texas Annexation and the Mexican War 1846-7. The valley then as now was developing both sides the river. Above the Pass were the flourishing towns of Mesilla, Las Cruces and Dona Ana.

The approach to El Paso for 60 mi. from the East is thru an irrigated section, some of it established in Spanish times, where cotton, alfalfa, vegetables, dairying and fruits are produced. Canals carry the water from Elephant Butte reservoir of the U. S. Reclamatory Service located up the Rio Grande in New Mexico 110 mi. north of El Paso—largest artificial lake in North America. This reservoir covers 40,000 A. and impounds water to irrigate 200,000 A. in the Palomas, Rincon, upper and lower Mesilla, El Paso and Juarez valleys. Travelers should stop at El Paso and see the development in progress. This is another great area like so many developing along the OST to supply fresh products to the winter tables of the Nation, and another area of opportunity for the settler and builder.

Elephant Butte dam is 306 ft. high, 1674 ft. long. Lake is 45 mi. long with 206 mi. of shore line.

HOTELS

Hotel Paso Del Norte. Leading hotel between San Antonio and California.

Hotel Sheldon. "In the Heart of El Paso." Auto Club headquarters. Moderate prices. Cafe, garage.

JUAREZ

Ciudad Juarez across the Rio Grande, pop. 15,000, is the largest Mexican city on the border in population, exports and imports. Characteristically Mexican it is visited and enjoyed by more travelers than any border city. The El Paso Chamber of Commerce will give tourist passport free or ask your hotel.

INFORMATION AND SERVICE

El Paso Automobile Club at Hotel Sheldon.

Chamber of Commerce for passports to Juarez and general information.

Camp Grande. Accommodations for all needs, tents, cabins, cottages, community kitchens and laundries, baths, recreation hall, parkway, stores, restaurant, garage, all sanitary provisions and personal attentions.

Camp Grande Garage. Inside the camp. All repairs, tires, parts, inspection, service, greasing, oiling, etc. Goodyear and Firestone service Sta. Experienced mechanics.

IN JUAREZ

In Juarez go to O'Brien's Downtown Cafe or Riverside Cafe—two places. Jimmie O'Brien and Joe Mogel, proprs. Free parking, follow green signs or take trolley.

899.4-----ANTHONY, N. M.-STATE LINE-----1917.6

21.1 mi. Concrete Paving.

Pop. 938. Elevation 3793 ft. Road follows along the Rio Grande northward thru the irrigated districts.

878.3-----MESILLA PARK, N. M.-----1938.7

66.7 mi. (Poor road 37.3 mi. Mesilla Park to county line; 29.4 mi. of Gravel to Deming.)

Pop. 1000. Elevation 3878 ft.

A desert is entered after crossing the Rio Grande 5 mi. W. of Mesilla Park. The road is unimproved for 32 mi., bad in wet weather. Plans are prepared for building a new road during 1925. Another rough section begins at Steins Pass 17 mi. W. of Lordsburg and extends 32.8 mi. to the Arizona line west of Rodeo. This road is financed for reconstruction fall of 1925. The other mileage across New Mexico is now federal standard construction. New Mexico suffers from a lack of road-building material, and in these two poor sections long, expensive hauls are involved.

Oil and gas 26 mi. W. at Aden; 39 mi. W. at Cambray; 43 mi. W. at Akela. Scattered irrigated farms 8 to 16 mi. E. of Deming. All conveniences at Deming, Lordsburg and Rodeo. Pure soft drinking water at these places.

SUGGESTIONS

Any car can have an accident. It is best to carry emergency food, full thermos bottles and a desert bag with water. Keep filled with oil and gas, also see that the emergency equipment of all good travelers is complete—chains, towing rope, extra fan belt, spares etc.

811.6-----DEMING, N. M.-----2005.4

61.8 mi. Good Gravel.

Pop. 3212. Elevation 4215 ft.

Still large areas of desert but good road promises pleasant journey. Oil and gas 21 mi. W. at Gage; 30 mi. W. at Wilna, also food; 42 mi. W. at Separ.

Deming is a junction point for several important railroads. All conveniences. Pure soft water.

INFORMATION AND SERVICE

Deming Chamber of Commerce.

749.8-----LORDSBURG, N. M.-----2067.2

48.0 mi. Gravel. (Good for 17 mi. W., rough for 31 mi. to Rodeo.)

Pop. 1325. Elevation 4244 ft.

Oil and gas 17 mi. W., then 31 mi. of desert and mountainous country. See suggestions above. This poor section financed for reconstruction fall of 1925. Lordsburg is a railroad division point. All conveniences. Pure soft water.

INFORMATION AND SERVICE

Chamber of Commerce. Willard E. Holt.

701.8-----RODEO, N. M.-----2115.2

1.8 mi. Rough.

Pop. 267. Elevation 4118 ft.

All conveniences at Rodeo. Pure soft water.

700.0-----NEW MEXICO—ARIZONA LINE-----2117.0

50 mi. Gravel.

A pleasing drive for the road is good and the scenery improves. Oil and gas 11.6 mi. W. at Apache.

THE MAIN STREET THRU ARIZONA

The road across Arizona is good and is well maintained; they call it the Main Street thru Arizona. The scenery is varied and interesting—mountains and rich mining districts; deserts that are interesting in their varied cactus growths; valleys made fertile and rich by irrigation. Arizona is but 13 yrs. old as a state. Its industry, mining, agriculture, education, road and city building are a tribute to its people and an inviting welcome to the traveler. In summer the elevations cool the temperature. In winter snow and ice do not block the road.

650.0-----DOUGLAS, ARIZ.-----2167.0

Zero at Hotel Gadsden.

24.6 mi. Concrete Paving.

Pop. 9916. Elevation 3966 ft.

Douglas is a modern type of city and home of great smelters for the ores of the Bisbee district. Phelps-Dodge and the Calumet & Arizona mines. Monthly production 13,000,000 lbs. copper.

INFORMATION AND SERVICE

Chamber of Commerce at Gadsden Hotel.

AGUA PRIETA

In Mexico at southern edge of Douglas. Let Chamber of Commerce direct you to the right places.

625.4-----BISBEE, ARIZ.-----2191.6

Zero at Depot.

26.3 mi. Gravel and Asphalt.

Pop. 9205. Elevation 5294 ft.

Continental Divide crossed at 6030 ft. elevation. Monument marks the crest; the highest point on the Old Spanish Trail.

Bisbee is the center for the great copper mines of the Phelps-Dodge and the Calumet & Arizona interests. It is built in a canyon with the houses over one another and clinging to the canyon walls. 3000 men are employed in the mines. The Warren District around these mines including Bisbee embraces over 15,000 people. The crowded highway thru the canyon is essentially the city of Bisbee with its thousands of inhabitants; the highway is a beautiful piece of engineering over the mountain 6030 ft. high, easily driven and a mountain picture of impressive beauty.

Mountain spring water at Bisbee.

INFORMATION AND SERVICE

Bisbee Chamber of Commerce.

NACO

On the border 8 mi. from Bisbee, both sides of the International Line like Nogales.

599.1-----TOMBSTONE, ARIZ.-----2217.9

26.3 mi. Gravel.

Pop. 1178. Elevation 4504 ft.

Tombstone was once a turbulent city as men sought the riches in silver buried in the mountains; \$40,000,000 were taken from the mines. One pocket produced about \$840,000.00; this is known today as the Million Dollar Stope. Tombstone now is a mine of interest to men of literature for it was one of the last stands of the Wild West where men fought and schemed and left behind tales now told by gray-bearded men to enrich the history of the Anglo-Saxon conquest of the West.

Beginning 12 mi. W. of Tombstone the irrigated valley of the San Pedro River is reached, settled by Mormons and set with numerous artificial lakes shaded with big trees. Their village of St. David is 20 mi. W.

Mountain spring water at Tombstone.

NOGALES

Pop. 15,000. Elevation 3869 ft.

Branch at Tombstone for Nogales, the modern city, part in the United States and part in Mexico with the line fence thru a main street. Nogales is the gateway to the rich western coast of Mexico, a city of refinement and character and every convenience for the traveler. The road is fine and a scenic treat. No traveler should fail of a visit. From Nogales to Tucson the road is up the Santa Cruz Valley. The missionary fathers built some of the earliest and greatest works in that valley above and below Nogales. The old missions Tumacacori and San Xavier lie between Nogales and Tucson.

INFORMATION AND SERVICE

A. H. Gardner, OST Vice President, would like to have you call on him at Tombstone for information.

572.8-----BENSON, ARIZ. (San Pedro River)-----2244.2

52.4 mi. Gravel.

Pop. 825. Elevation 3578 ft.

At Vail 21 mi. E. of Tucson a trail leads to Colossal Cave that has been explored for 40 mi. It is open to visitors. The story is that about 25 years ago wounded train robbers were traced there by the blood and the existence of the cave became known. After several days one robber was found dead; the other escaped and is believed to have returned later and recovered the stolen money.

520.4-----TUCSON, ARIZ.-----2296.6

69.6 mi. (Concrete 5.4 mi., then Gravel to Florence.)

Pop: 20,292. Elevation 2386 ft.

Tucson is another modern city of refinement and retaining the charm of the old Spanish atmosphere. It is set in a desert rich in the mystery of its varied and fantastic cactus growths. Mountains rear their peaks round about and Nature lavishes its colorings. Irrigated districts are developing extensively. The University of Arizona is at Tucson, chaste and refined in its structural development. The padres two centuries ago built one of their greatest missions there among the Indians. This mission, San Xavier, is 9 mi. south, founded about 1692. The present building, erected later is well preserved despite its struggles and disasters. The Pima Indian Reservation is around this mission. South toward Nogales is the old Tumacacori Mission, now a National Monument, and around Nogales are others. The Santa Cruz Valley was an early and active mission district.

Irrigation for 10 mi. westward then desert and a fine road. Stock with supplies.

INFORMATION AND SERVICE

Tucson Chamber of Commerce.

450.8-----FLORENCE, ARIZ. (Gila River)-----2366.2

67.3 mi. Paving and Gravel.

Pop. 1161. Elevation 1490 ft.

Irrigation lies around Florence. The new Coolidge Dam is to be built across the Gila River above Florence and that will become another richly cultivated section. W. of Florence is desert again for 43.5 mi. to Desert Wells, and oil and gas. W. of Florence 36.9 mi. Apache Junction and the road to Roosevelt Dam. Beyond Desert Wells irrigation begins; a highline canal from the Roosevelt Dam is crossed and from there thru Mesa and Tempe to Phoenix and beyond the noted irrigated Salt River Valley is traveled. There are three dams, the big Roosevelt Dam and the Horse Mesa and Mormon Flats. When filled these reservoirs impound water sufficient for three years.

383.5-----PHOENIX, ARIZ. (Salt River)-----2433.5

Zero at Adams Hotel.

34.6 mi. Paving.

Pop. 29,053. Elevation 1082 ft.

Phoenix is the capital of the State. Its beauty and interest are the pride of Arizonians. Nice streets, homes and public buildings. Irrigation gives attractive landscape gardening. Phoenix is the commercial center for the Salt River irrigation districts whose products are nationally noted and locally profitable. The Roosevelt Dam is 90 mi. E. from Phoenix.

INFORMATION AND SERVICE

Phoenix Chamber of Commerce.

Automobile Club of Arizona, 401 W. Jefferson St.

348.9-----BUCKEYE, ARIZ.-----2468.1

44.0 mi. Paving and Gravel.

Pop. 726. Elevation 980 ft.

The Buckeye and the Arlington irrigation districts are passed, supplied with water from a brush diversion dam up the Gila River. Gillespie Dam is crossed down the river 20.8 mi. from Buckeye. All conveniences in this section. The road uses the apron of the Gillespie Dam for crossing. The water is seldom too high; when it is the Highway Department places a truck in service. A bridge is planned. The road follows down the Gila River from the dam.

304.9-----GILA BEND, ARIZ. (Gila River)-----2512.1

29.5 mi. Gravel.

Pop. 300. Elevation 736 ft.

Irrigation from Gillespie Dam now waters about 10,000 A. below Gila Bend; there is capacity for 80,000 A. Branch at Gila Bend for Ajo, one of the largest copper mines in Arizona. All conveniences at Gila Bend.

If raining or wet, cross the draws in the western country in low or second gear to avoid killing the engine.

275.4-----SENTINEL, ARIZ.-----2541.6

56.7 mi. Gravel.

Pop. 50. Elevation 687 ft.
 Typical southwestern desert land and the Mohawk mountain pass. Agua Caliente (Hot Springs) 15 mi. N. Medicinal springs and resort for tourists. All conveniences at Sentinel.

218.7-----WELLTON, ARIZ.-----2598.3

39.7 mi. Gravel, some rough.

Pop. 85. Elevation 225 ft.
 Sandy mesa country. Wellton is a center for a proposed irrigated district to be supplied by wells. All conveniences at Wellton.

179.0-----YUMA, ARIZ. (Colorado River)-----2638.0

Zero at Bridge. Colorado River the State Line.

46.8 mi. (Paving, Gravel and 6 mi. of Plank Road.)

Pop. 4237. Elevation 139 ft.
 Irrigation from Laguna Dam across the Colorado River. The present cultivated areas are 12 mi. S. of Yuma at Somerton.

132.2-----HOLTVILLE, CAL.-----2684.8

11.2 mi. Paving to be completed 1925.

Pop. 1347. Below sea level, 19 ft.

121.0-----EL CENTRO, CAL.-----2696.0

121.0 mi. Paving and Gravel.

Pop. 5464. Below sea level, 51 ft.

Entrance northward to the Imperial Valley. South to Calexico and Mexicali. border towns.

0.0-----SAN DIEGO, CAL.-----2817.0

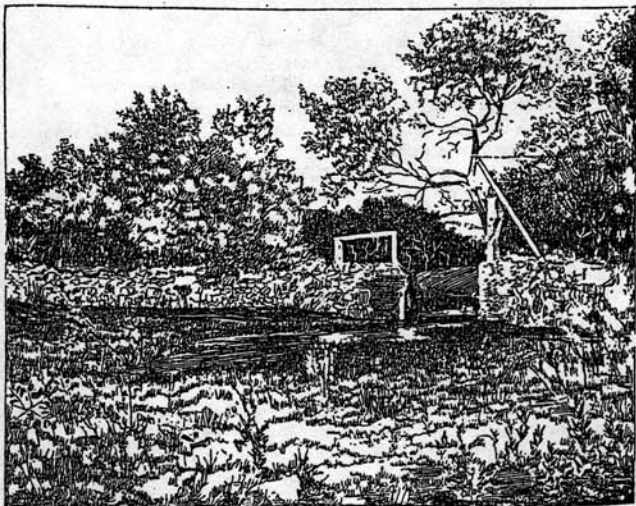
Zero at OST Zero Milestone at the Plaza.

Pop. 74,683. Elevation 46 ft. at City Hall. OST Director, Ed Fletcher, Jr.

San Diego is the Pacific Terminus of the Old Spanish Trail. It is the beginning of the Spanish occupation of California. The first mission, San Diego de Alcalá, was started in 1769, then followed those other sanctuaries "a day's journey apart" northward on and beyond San Francisco, twenty-one in all. While the patriots on the Atlantic slope were fighting England for freedom Spain was peacefully building the missions along the Pacific slope. Earlier than this her missions at Tucson and Nogales, at Santa Fe, at El Paso and Ysleta, at San Antonio, St. Augustine and elsewhere, and her works all thru these Southern Borderlands were crowning her name with an interest that will live thru the ages. The legends and landmarks of a romantic past lie along the pathways and out among the byways of the Old Spanish Trail.

INFORMATION AND SERVICE

San Diego Chamber of Commerce.



OLD DAM, MISSION IRRIGATING SYSTEM, SAN DIEGO

THE CITY OF SAN ANTONIO

Prepared by the Chamber of Commerce

It is a far cry from the little Indian settlement by the San Antonio River in 1690 to the modern industrial city of San Antonio of 1925 with its 225,000 inhabitants, (303,000 in the county) yet the modern, hustling giant among southern cities still retains much of that historic and romantic background which has become a heritage. Here are located the Alamo, sacred shrine of Texas' independence, and the other missions rich in interest as monuments to the first civilization in the great Southwest.

San Antonio, largest city in the largest State in the Union, gateway of trade and commerce with Mexico, Central and South America and the West Indies, boasts of a population which is 92 per cent native whites; 49 public and 37 private schools with an enrolment of more than 41,000 pupils; 77 churches; two Y. M. C. A. buildings; one Y. W. C. A.; more actual home owners than perhaps any other large city in America, average value \$6,500. The special attention given to landscaping makes the residential districts never-to-be-forgotten beauty spots.

The City covers an area of 36 sq. mi. through which winds the San Antonio River and San Pedro Springs Creek spanned within city limits by 86 modern bridges. San Antonio is 700 ft. above sea level and has 15 main highways leading into and out of the city. 179 mi. of paved streets; 52 parks and plazas combining more than 1,100 acres; one municipal golf course, three country club courses; six polo fields; eight base ball fields; 16 municipal tennis courts; four municipal bathing pools; municipal tourist camp; pistol, target and scatter-gun ranges within the city limits; all operated by the City free of cost.

San Antonio is served by seven railways, four of which are trunklines; Missouri-Kansas-Texas; Missouri-Pacific-I.-G.N.; Southern Pacific; San Antonio & Aransas Pass; San Antonio, Uvalde & Gulf; San Antonio Southern and Fredericksburg & Northern; with two other lines projected for the immediate future.

Upon the completion in 1926 of the new deep-water port at Corpus Christi, 150 miles from San Antonio, manufacturers and jobbers of the Alamo City will secure advantage of lower commodity rates. San Antonio is now many miles nearer the markets of Mexico, Central and South America than any competing city, and is the logical distributing point for this export business.

San Antonio's trade territory embraces 160 counties with a population estimated at 2,000,000 persons. San Antonio is 600 miles from El Paso, 300 miles from Dallas and Fort Worth, and 211 miles from Houston.

San Antonio, with a \$4,500,000 bond issue for public improvements to be spent this year and in 1926, has the lowest per capita cost of government of any city in Texas; San Antonio, \$29.63; Fort Worth, \$39.98; Dallas, \$49.26; Waco, \$41.14.

An average of ten homes each day are being built in San Antonio at an average cost of more than \$3,000, a total for the year of \$1,500,000. The building program for 1925 also includes: new hotels, \$2,350,000; additions to present hotels (contracts let) \$1,500,000; apartments \$75,000; office buildings, \$3,000,000; industrial plants, \$500,000; Municipal, five fire stations, \$150,000, municipal auditorium \$800,000; addition to county court house, \$1,000,000; street widening and paving, \$700,000; flood prevention program, \$2,800,000—a grand total of \$14,375,000.

San Antonio has not for a long while faced an unemployment situation and future building plans preclude such a calamity in this section, as all of San Antonio's trade territory is growing at a rate never equaled by any other section of the Nation.

With realty transfers for 1924 at \$23,336,037, tax assessments at \$188,202,180, post office receipts at \$1,051,305; with 27 National, State and private banks with deposits of \$65,000,000 and 1924 clearings of \$425,014,969; abundant pure artesian water for all purposes, adequate supply of natural gas for domestic and industrial purposes, and low rates for electricity for lighting and power; with a rapidly developing contiguous territory, and with its historical and romantic background, San Antonio is to witness its greatest development within the coming three years.

LARGE SPRINGS CENTRAL WEST TEXAS

Records U. S. Geological Survey and Other Authorities

Central West Texas is notable for its large springs breaking thru varied rock formations and the spring-water streams leaping down the rocky barriers or resting in a placid pool and shaded with virgin groves of trees. The country is rugged and mountainous with elevations ranging from two to eight thousand feet. It is a natural playground. The Old Spanish Trail runs thru the center of it. Vacation and tourist camps are developing, open all the year due to the attractive climate. The Heart of the Hills Fish Hatchery, planned by the State to be the greatest hatchery in the United States, is being built in a spring-water valley along the Old Spanish Trail between Kerrville and Junction. Streams will be kept stocked.

	GALLONS PER DAY	
	Lowest	Highest
San Antonio Springs at Brackenridge Park, San Antonio. Record covers 6 yrs. and 8 mos. and also miscellaneous measurements. Headwaters San Antonio River	0	129,700,000
San Pedro Springs, San Pedro Park, San Antonio. No record.		
Comal Springs at Landa Park, New Braunfels. 15 measurements. Headwaters of Comal River	173,016,000	259,400,000
San Marcos Springs at San Marcos. Record covers 6 yrs. and 3 mos. and also miscellaneous measurements. Headwaters of San Marcos River	48,600,000	194,400,000
Barton Springs at Austin. Record covers 17 mos. plus 76 measurements	7,776,000	90,072,000
Comanche Springs at Ft. Stockton. 5 measurements. Irrigate 6250 A. . . .	27,216,000	42,768,000
Leon Springs 9 mi. west of Ft. Stockton. Irrigate 3000 A.	(Daily average about 18,000,000 gallons)	
San Solomon Springs at Balmorhea. Figures by irrigation officials	(Daily average 18,000,000 gallons)	
Phantom Springs at Balmorhea. Figures by irrigation officials at Balmorhea .	(Daily average 8,000,000 gallons)	
Las Moras Springs at Brackettville. 5 measurements	7,128,000	38,880,000
San Felipe Springs at Del Rio. 8 measurements	55,080,000	97,200,000
Goodenough Springs 12 mi. S. E. of Comstock. 5 measurements	117,288,000	165,888,000
Pecan Springs 15 mi. below Juno; about 50 mi. south of Sonora and Ozona. Part of headwaters of Devil's River. Springs and river strikingly beautiful. River flow record at Baker crossing .	(Daily average about 64,800,000 gallons)	
Seven-Hundred Springs, 20 mi. south of Junction. Some say seven thousand springs. They gush among rocks, ferns and shrubs. Part of the headwaters of the South Llano River.		
Frio Canyons between Junction and Uvalde. Canyons, grottos and bluffs of picturesque formation by the mystery of past ages of erosion. Countless springs form the Frio River. This river runs southward while the Llano near by starts northward.		
Ft. Terret Springs, west of Roosevelt. Large flow. Headwaters North Llano River. The OST crosses these clear waters many times thru groves and hills east and west of Roosevelt.		
Live Oak Springs forming Live Oak Creek. OST crossing 34.7 mi. west of Ozona.		
Salado, Escondido and Tunas springs along the OST between Sheffield and Ft. Stockton. Old Indian Springs and stage stations.		

The clear spring-water rivers of West Texas are the San Antonio, Guadalupe, Medina, Frio, Nueces, Devil's, North and South Llano, San Saba, Concho, Pedernales, Blanco, San Marcos and Comal.

An item of additional interest is that these rivers except one carry Spanish names. Spanish names are characteristic of the Spanish Trail territory.

CARE COLLECTING DATA

Unusual care is exercised in all the data published by the Old Spanish Trail Association. The real purpose is missed unless the facts are carefully stated. Many thousands of miles of auto travel are expended seeking the correct, complete story. We will appreciate any suggestions or correction. We want OST printed matter always to be dependable.

TOURIST CAMPS

By the Department of Beautification, Mrs. Henry Drought,
Director-General

The remarkable growth of the automobile travel movement has already developed need for well-regulated camps, rest rooms and comforts for men, women and children. The country hotels have not yet advanced to meet the change. Quite generally they were built long ago for limited patronage. A few cars of tourists fill those hotels and dissatisfaction is often expressed. The country restaurant also is deficient. In the cities good hotel service is always available.

Nice camps in the rural communities are appreciated. Lavatories and restful places are essential. Women and children particularly should be remembered. A caretaker and a lodge for registration and for the sale of fuel and camp needs are advised. Give good service and charge 25c or 50c are also advised; the supervision, protection, cleanliness and comforts repay for the charge.

Camps harboring hundreds of visitors are not unusual. Attention to tourists at Schulenburg, Texas, have been such that, according to records, over 5000 cars carrying over 18,000 people stopped at that camp in 1923.

DESIRABLE PROVISIONS

Good water. Camp grates or ovens. Wood; or gas and quarter meters. Comfortable toilet facilities. Bathing pool or shower baths. Auto laundry rack. Rack for burning garbage and trash and receptacle for tin cans. Tables, benches and lights around the cooking and eating quarters. A brush or vine-covered arbor with comfortable seats will provide shade and comforts even tho you have a good grove. A pavilion or lodge as a storm shelter and for other conveniences. Comforts and lights where the women can attend to family cares. Signs to camp. Caretaker.

CLEANLINESS AND SANITATION IMPORTANT

By all means keep sanitation, neatness and cleanliness well in hand. Travelers are quick to condemn the lack of these and to pass the word along to keep away from unsanitary or unclean camps.

Don't have open privies if it can be avoided. They are a menace. Where nothing better is possible, lime or some other disinfectant should be provided to keep them as sanitary as possible.

Paint your woodwork white. It is a constant suggestion to cleanliness. Don't have advertising around your camp. It cheapens the place. Build up good-will and the numbers that come will increase, and when they go they will scatter words of friendliness.

VACATION CAMPS

Another kind of camp is possible in places of unusual attraction. Little cabins may be built and furnished to be rented at \$1.00 a day and upward, and a central lodge established where meals can be served. This permits people to get in their cars or travel by train and go to some place and "rough it" at small expense. There are many people who want to get away from the city for a few weeks and enjoy the woods and streams. These camps should be financially self-sustaining.

COMBINATION CAMPS

Some places are combinations of Tourist Camps, Vacation Camps and of Amusement Parks. Where such camps or parks are on an important trunkline, auto parties flow in from a wide territory. The attractions depend in part on the natural opportunities for entertainment and relaxation and on the conveniences provided. At one park, in Texas, auto parties are so numerous special parking grounds are provided with traffic officers in charge. More than 2000 parked cars have frequently been counted Sundays and week-days. There is a swimming pool fitted for all sorts of sport, also bath houses and lock boxes, promenades, benches, pavilions, children's playgrounds, dance floor, tents, tent floors for parties with their own equipment, cabins, sleeping rooms, boats, canoes, restaurant, drinks, etc. Such parks attract and care for the tourist, the week-end party, or the pleasure seeker of a day or evening.

CLASSES OF CAMPERS

The foregoing are simply for suggestion. Experience will teach many things. The basic thoughts to keep in mind are—(1) There is a class of well-to-do auto owners who are off for a trip with the family or on a week-end jaunt, and they desire nice surroundings and companionship; (2) There is a large mass of men and women who have two or three weeks of vacation annually, and who want to spend that vacation in the country, but they must have locations where they can rent their sleeping accommodations and be free of cooking problems, and have opportunities for sport, relaxation and entertainment; (3) There is that ever-increasing interstate and transcontinental auto traveler. All these are an asset to every community and wherever these people find nice facilities for their comfort the word is continually passed along and that camp grows in popularity; (4) There is also a class of wanderers who are living largely in the public camps, and others who litter and muss up the camp. These are not assets.

The Creed of the Trail

THE BEAUTY of Nature lures us out on the old highways. Where Nature is undisturbed there we find pleasure; where destruction rules we find regret.

Along the Old Spanish Trail are the riches of history, legend, sentiment and natural beauty. Many are working to preserve these for all time. Out of the goodwill of the friends of the Trail will come a great highway, with pleasure and profit accruing to everyone.

Love nature and all living things—that is the soul of sportsmanship.

Don't destroy. It's finer to build and beautify.

Don't cut or break trees or shrubs, unless obviously useless ones.

Don't gather wild flowers and blossoms carelessly. Their growth and reproduction give beauty to the Trail.

Don't kill without real need. The birds, trees, shrubs and animals are a part of the pleasure of the traveler.

Help foster wayside beautification and the planting of trees and shrubs, and others in years to come will bless you.

Respect the courtesies of the road and obey traffic rules.

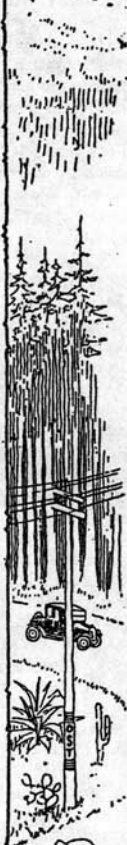
Give kindly thought to the rights of property along the way and the owners will repay out of the gratification they enjoy.

Select a safe spot for the campfire. Never leave it unwatched, and when breaking camp use water or dirt to put it out. Be careful of sparks, of matches or tobacco ashes. A dying spark and one breath of wind can start a destructive fire.

Always leave the camp a little better than you found it. Burn or bury the trash and observe sanitation. It's a pleasure then to cooperate to make campsites enjoyable.

The Fellowship of the Trail is one of its joys. All along the way are members who will find pleasure in making your acquaintance.

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 Written by Haral B. Ayres



In the work of preserving and promoting roadside beauties sixteen truckloads of advertising signs have been removed from the San Antonio section of the Old Spanish Trail. Many truckloads have been removed from other sections of the highway, and the work is spreading. Property owners and merchants are agreeing to stop billboard advertising. The Old Spanish Trail from San Antonio to Boerne is to be made 100 feet wide, property entrances and fences will be improved, county lines marked, and the landscape beauties preserved.

The highway and county officials and the maintenance crews are carrying on the work in their departments. The Women's Club of San Antonio and the club women of Boerne are sponsors for the work in their district. The Old Spanish Trail Department of Beautification is finding the interest very general and sincere.

THE PROGRESS OF THE WORK

The Old Spanish Trail is one of the Oldest Transcontinental Highway Projects in the United States and one of the Most Difficult to Build.

S. H. PECK, PRESIDENT, MOBILE, ALABAMA

The Old Spanish Trail was born of the vision and enthusiasm of the people of the East. The convention for organization was held at Mobile, December 10-11, 1915, with 419 delegates from Jacksonville to New Orleans. Mobile was the headquarters for four years and worked to establish and build the highway despite the fearful physical barriers. In 1916 a convention was held at Pensacola; in 1917 another at Tallahassee. The Florida people worked with enthusiasm and stand high among the founders of this great project.

During this period the people of Galveston, Houston, Beaumont and Orange, Texas, Lake Charles and the other Louisiana towns became interested and a string of automobiles plowed the roads to New Orleans. Most of them shipped their cars back by train. This resulted in an extension being agreed upon from New Orleans to Houston, Texas, and northward to Dallas, thence to California.

The year 1918 was an inactive one due to war conditions. July 25, 1919 a conference was held at Houston to revive the work, and the members of the conference looked westward thru San Antonio rather than northward to Dallas for a way across the State of Texas. A connected highway across South Texas was a poor prospect, yet San Antonio when asked to handle the work assented because of the great merit of the project. Her Chamber of Commerce appropriated \$1000.00. Other subscriptions were pledged at the Houston conference but not paid, and San Antonio took up the burden. Harral B. Ayres was asked to organize the work. San Antonio has since paid in memberships liberally. Years of struggle have followed to create a unity of purpose over the territory and a faith that the project could be nationally established; and at the same time to study and develop the ancient and almost forgotten historical background for its value and appeal.

A convention was held at San Antonio November 14-15, 1919, and there the route was defined from San Antonio thru Kerrville and Fort Stockton to El Paso 597 miles across the uncharted range country of Texas. The San Antonio-Houston route was unsettled until 1921. The routing thru Dallas was abandoned.

The country from Florida to California is dotted with noted cities and with realms rich in the things men are doing, but between them for centuries have lain barriers that have prevented intercourse and kept the people strangers to one another.

It came to pass that if the project as a national highway was to live Texas must carry a burden until the people in the other states were prepared to enter into full partnership with so big an undertaking. Texans had 947 miles of sparsely settled country to organize, and was given the responsibility for welding together a national organization. In the six years of her stewardship she has given many thousands of dollars to the work.

March 1920, OST and Texas Highway officials and some thirty western ranchmen scouted the unbroken country around the Davis Mountains in West Texas.

West from El Paso groups have been busy conquering the obstacles to the Pacific coast. Eastward the great waterways along the Gulf threatened the transcontinental integrity of the project.

January 28-29, 1921, the Fifth National Convention was held at Gulfport, Mississippi, without much result to the eastern work.

September 15, 1921, after activity in East Texas, Mayor W. E. Lea of Orange, Texas, OST Vice President, called a conference of the people between Lake Charles, Louisiana and Houston, Texas. It was splendidly attended and led to the \$4,500,000 construction program on that East Texas section to be completed in 1925.

The East still was inert. January 3, 1922, the managing director established a headquarters at Mobile. March 20-21, 1922, the Four-State Conference was held at Mobile with highway commissioners and engineers present from Mississippi, Alabama and Florida, and a large attendance from civic organizations, counties and cities from Pensacola to New Orleans. Bridging Mobile Bay was authorized by the Alabama Highway Commission; the Gulf Boulevard project, New Orleans to Pensacola, was inaugurated; the deadlock in that section was broken and the people heartened.

The Dixie Highway Convention was held at Jacksonville, May 26-27, 1922. On the invitation of the Chamber of Commerce and of the Automobile Club of Jacksonville the managing director visited Jacksonville on that occasion. There was conflict and confusion in Florida. The attempts of numerous "highway associations" in recent years to develop national highways had resulted in a multiplicity of claims. The managing director explained to the convention that the Old Spanish Trail in convention some years ago had by vote claimed north and south lines in Florida which properly belonged to the Dixie Highway, and that the Dixie Highway claimed the route from Tallahassee to Jacksonville which properly was a part of the OST main line, and that if each association would concede to the other the lines logically belonging to each confusion would be removed and the people encouraged to give full support to a clearly understood program. Historically it was stated the OST in Florida should have its beginning at St. Augustine and at Tampa.

A vote was carried agreeing to this proposal. After this action officials at Jacksonville submitted to the OST director plans for carrying the Old Spanish Trail to St. Augustine along the St. John's River and down the beach front, a scenic route with roads built or in progress that would pass the sites of the first settlements of the Huguenots and the Spaniards, and of Ponce de Leon's landing, and other spots graven in history by the fateful game of empires.

The way to Tampa should be worked out around the coast to complete the historical principles of the Old Spanish Trail.

During June and July, 1922, largely thru the support of Mobile, Alabama, the managing director was in Washington where the work of establishing national recognition and unity was completed. Following that all agencies swung to the work, despite barrier or cost.

August 21-22, 1922, under the leadership of the Mobile Chamber of Commerce an expedition started across Alabama and Mississippi with cars in line representing the Automobile Club, Rotary, Kiwanis, Civitan and Optimist clubs, and with Alabama highway and other officials with them. Pascagoula, Ocean Springs, Biloxi, Gulfport, Pass Christian and Bay St. Louis were visited. It was one of the finest examples of local activity in the whole OST movement. Today remarkable construction of paved roads, beach protection, hotels, golf and residence development help show the value of that effort.

The Sixth National Convention was held at New Orleans, March 26-28, 1923. The Second Gulf Boulevard Conference met with the convention and showed the remarkable progress since the Mobile Conference a year before had broken the shackles that had kept those cities and towns of the New Orleans-Pensacola section without highway connections. The women, too, gathered at New Orleans and conducted the first Parliament on Highway Beautification—the first attempt in an interstate way to foster and promote roadside beauty and to abolish the billboard abuse. Another gathering at that convention was the Southern Road Congress where a Southern Trunkline System embracing highways of immediate importance to travel into and thru the South was discussed and acted upon.

Today all the states are actively building. In each state the engineers, officials and people are solving engineering problems of unusual difficulty, bridging numerous great waterways along the Gulf of Mexico; spanning sparsely populated sections of the West; building across deserts and blasting thru granite mountains.

Old Spanish Trail officials have traveled over 100,000 miles in the work, have published 40,000 service and general maps, 40,000 travelogs, 10,000 lithograph four-color wall maps, 50,000 miscellaneous leaflets and booklets. Old Spanish history from Florida to California and covering three centuries has been searched and partly compiled. Magazine and feature articles have reached a circulation of over 4,000,000 people. Yet real travel service is just beginning.

Ten years have passed. The Old Spanish Trail is a nationally recognized highway rated as a basic trunkline, classed as of foremost importance, declared essential to military defense, conceded as destined to be the great continental travelway, and is improving at the cost of many millions of dollars annually.

THE OLD SPANISH TRAIL ASSOCIATION, Inc.

A Membership Organization

The membership is a voluntary band of men and women interested in building a great highway from Florida to Mexico and California and developing its travel comforts, and in the preservation of the old landmarks and the old history of those ancient and romantic periods in the Southern Borderlands where men and empires struggled for mastery long before the American Revolution.

All funds are controlled by an Executive Board of business men.

The Department of Beautification plans to beautify, to sign the historical places, to work against the roadside advertising nuisance, to plan distinctive marking, and to preserve the natural attractions and the wealth of historical values. Engineers, highway officials, women's clubs and boy scouts are cooperating.

The local Councils of San Antonio and Boerne are proceeding to make the section from San Antonio to Boerne a model of beautification. Their plans call for many notable undertakings and it is hoped not only members along the Old Spanish Trail but others thruout the United States will learn from these efforts the best methods for the beautification of the roadsides.

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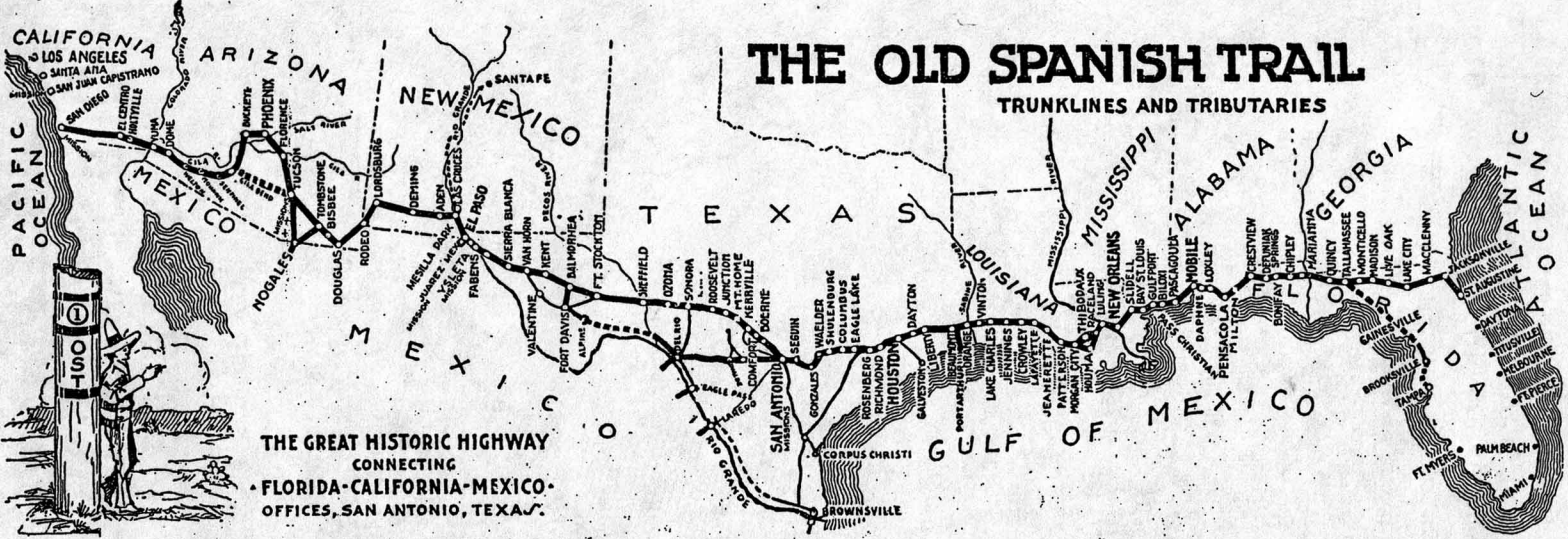
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THE OLD SPANISH TRAIL

TRUNKLINES AND TRIBUTARIES



THE GREAT HISTORIC HIGHWAY
CONNECTING
FLORIDA-CALIFORNIA-MEXICO.
OFFICES, SAN ANTONIO, TEXAS.

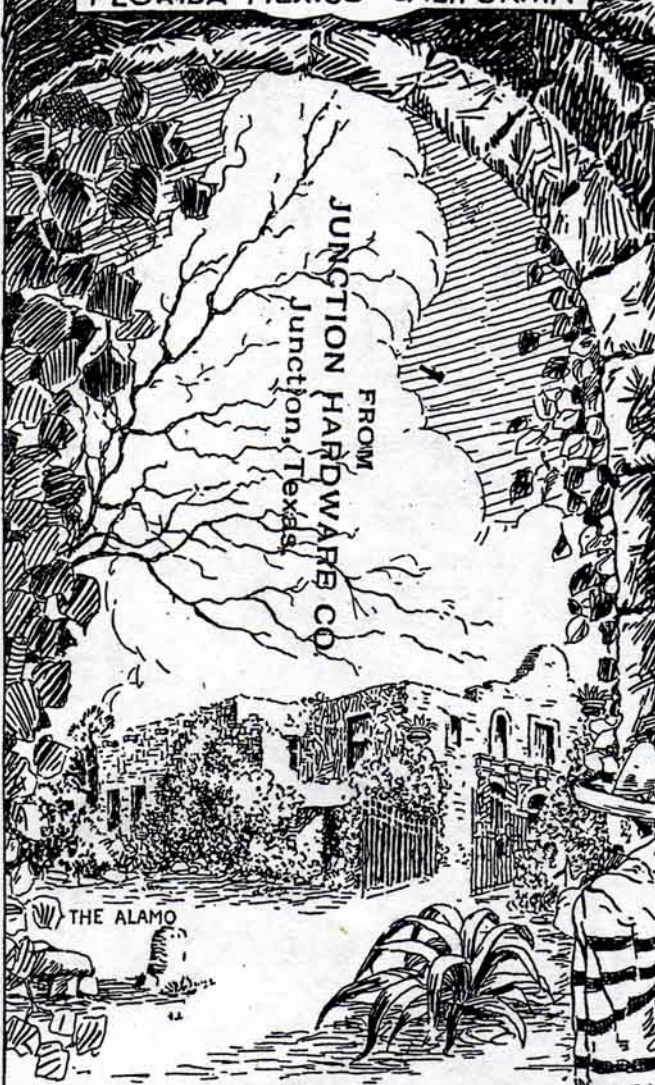
The Old Spanish Trail still has difficult sections. It follows a route of great attraction, also a route of financial and engineering difficulties. But all the states are building. Thanks to the organized efforts of the Old Spanish Trail membership and of the engineers and highway officials, it is even now built and well maintained on ninety per cent of its long mileage. Inquiry at chambers of commerce and motor clubs along the way will provide dependable local information. If the traveler is interested in great construction works he will find much to compensate him as he travels along.

OLD SPANISH TRAIL TRAVELOG

West Texas Edition

*The National Trunk Line thru
the Southern Borderlands*

FLORIDA - MEXICO - CALIFORNIA



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