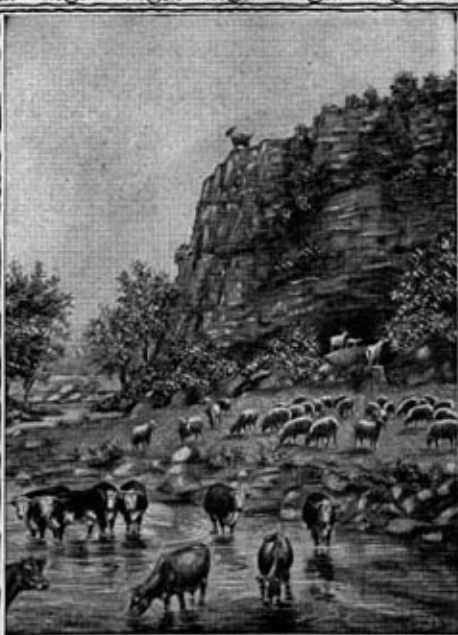


# OLD SPANISH TRAIL TRAVEL BULLETIN

SOUTHERN  
BORDERLANDS  
AND MEXICO

GULF OF  
MEXICO  
COUNTRY



## WEST TEXAS HILL COUNTRY

CALLED THE STOCKMAN'S PARADISE

BOERNE .. COMFORT

KERRVILLE .. JUNCTION

SONORA .. OZONA

LARGEST OIL POOL IN THE WORLD  
SHEFFIELD .. FORT STOCKTON



TIERRA DE LOS CONQUISTADORES Y DE LOS PADRES

TEXAS \* NEW MEXICO \* ARIZONA \* CALIFORNIA

FLORIDA \* ALABAMA \* MISSISSIPPI \* LOUISIANA

# CONQUISTADORES « « « «

Three centuries of Spanish splendor and achievement followed the discovery of America. Explorers, conquerors, colonizers and builders, they laid the foundations for a new civilization and showed themselves men of force and character. The padres worked with the Spanish leaders to promote industrious life. They traveled into the far places on the two continents and their missions rose to stand through the ages as monuments to their zeal and ability and evidences of their refinement and culture. In those days the best of men sought churchly career and brilliant men of all races sought distinction under the Spanish flag, usually changing their names to Spanish form.

Through conflict and stress they rose to the control of a half of the two continents. They spread over pathless seas. They conquered the Philippines the same year they drove the Huguenots from Florida and founded San Agustín, the oldest city in the United States. For 250 years the Manila galleon brought rich cargoes from those islands of the China sea to the port of Acapulco, near Mexico City. The Gulf of Mexico became a Spanish lake. Their little ships supplied the scattered settlements and returned to Spain loaded with wealth.

"Spanish waters, Spanish waters, you are ringing in my ears,  
Like a slow sweet piece of music from the grey forgotten years."

## Occupying the Southern United States

Cortéz conquered Mexico in 1521 and Mexico became the base for continental operations and development. Florida in 1565 became the eastern seat of operations. La Florida and Nueva España were the two great divisions of territory. New Spain embraced Mexico and the southwestern United States. Florida extended to the New Spain territory. The great works were in the Southwest. In the Southeast the Indians remained masters.

Saint Augustine, 1565, was the first permanent settlement in La Florida. Powerful, orderly Indian nations, resentful of cruelties, defeated plans for extensive development. Spain made three strong attempts to occupy eastern territory before founding Saint Augustine. Narvaez (1528) and de Soto (1539-43) both landed at or near Tampa Bay, Narvaez with five shiploads, de Soto with nine. Both proved more interested in finding another Mexico or Peru to plunder. Narvaez reached the Tallahassee country; de Soto, Arkansas—misery and death rewarded their oppressions; Narvaez and de Soto died, and hundreds of their followers. In 1559 Luna landed at Pensacola Bay with 1,500 soldiers, and women, children and priests. Misfortune and Indians sent them back to Mexico in 1561. Spanish activities henceforth centered in Saint Augustine and Mexico and northward into Texas, New Mexico, Arizona and California. Spanish dominion in La Florida was broken in two when the French took possession of the Mississippi River basin in 1699. Later (1763-1800) Spain acquired control of French Louisiana and Spanish dominion was again complete in the southern and western United States, Mexico, Central and South America, except Portuguese Brazil.

## The Hardships of the Explorers

The trails of the Spanish pioneers on sea and land, when traced on the map, cover it like a tangled cobweb. On land, burdened with pack-animals, baggage, and livestock for food, they broke through the tangled jungles, forded rivers and torrents, and crossed the trackless mountains and deserts to learn more of the vast and mysterious new country. They built flimsy ships despite lack of tools, proper material and skilled labor, and with the crudest of navigating instruments they braved storms, hunger, privation and scurvy to explore the seas and inlets and record their discoveries for their country.

A picture of Spanish organization is gathered from the Coronado explorations, 1540-42. He left Mexico with 300 Spaniards, 800 Indians, 1,000 horses, 7,200 animals for food, pack-animals and equipment. The Indians had no domestic animals except the dog; the Spanish filled the land with livestock, fruit and ornamental trees, and industrial equipment in an age of little ships. Tribute to their achievements is easier when these facts are remembered.

Indians could not successfully combat horsemen in armor, guns and bloodhounds but they could use their wits to bring disaster upon the invaders. Indian tales of Cities of Gold, of the Gilded King, of the Gran Quivira, and other myths, bred disaster to expeditions everywhere. For a century the Indian tale of El Dorado (the Gilded King), somewhere in the jungles of South America, drew Spanish, English and German expeditions to disaster, one led by Sir Walter Raleigh.

"Where can it be—this land of El Dorado?

Over the Mountains of the Moon,

Down the Valley of the Shadow."—Poe.

Coronado sought the seven cities of Cibola (the Cities of Gold) in New Mexico, and reached Kansas searching for the Gran Quivira where golden bells on tree branches made music for the Indian lord and dishes were of silver and gold.

"Oh, gay they rode with plume on crest and gilded  
spur at beel

With gonfalon of Aragon and banner of Castile!"

# » » » » AND THE PADRES

For centuries Indian gulle played its mighty part. If the Spanish appear most in these quests it is because their explorations were on a vaster scale. Before the Indians learned to finesse it was a faint but true tale that led Cortéz to the riches of the Aztecs and Pizarro to the Incas of Peru. Surely there were other golden cities to be plundered; it was easy to listen and believe, and no recourse except to explore and learn.

## The Mission Establishments

The missions were more than churches; they became communal establishments sustaining every need of life. The first buildings were simple structures. Irrigating systems, farms and livestock were early needs. Churches of such stateliness required time to plan, to assemble materials, and to teach the natives the necessary arts. Construction itself spread over many years. The San Antonio churches were under construction through 1745-1762 and later. The stately San José mission at San Antonio was begun in 1768; the equally majestic San Xavier del Bac at Tucson, in 1783. In 1745, the San Antonio missions had over 9,000 head of livestock. The missions in the United States later showed livestock herds totaling millions.

Through the missions the Government and the padres sought to reduce the country to peaceful pursuits; a more humane policy than conquests by armies and bold thefts of lands. Indian converts did not readily give up their old care-free life and many tribes remained hostile. Colonists and adventurers were guilty of many injustices. A benevolent despotism and often harsh measures ruled the converts. Through it all the padres developed great establishments.

After 300 years, wars for independence crumbled Spanish power. The missions fell prey to vandals and to Indian hostiles. A new civilization slowly arose. The old missions, some restored, others preserved in noble ruins, old dams and irrigating systems and other Spanish works, remain today visible evidences of the achievements of the Spanish Age.

"Old Conquistadores, Oh brown priests and all,  
Give us your ghosts for company as night begins to fall;  
There's many a road to travel, but it's this road today,  
With the breath of God about us on the King's Highway."

## Mission Centers in the United States

From Florida to California there were five Spanish mission centers and one French-Spanish.

1. Saint Augustine, Florida, beginning 1565, with 38 missions in Florida and Georgia. No great mission structures were built. Saint Augustine is charmingly old Spanish.

2. New Orleans—French and Spanish. The French founded Louisiana in 1699, settling at Biloxi, Mississippi. In 1711 they founded Mobile as their capital, then in 1718, *Nouvelle Orléans*. Later (1763-1800) New Orleans became a Spanish capital and the Spanish years left their mark in buildings and traditions.

3. Northeast Texas beginning 1690. San Antonio, beginning 1718. San Antonio became the Spanish capital in 1731, then followed five stately stone mission churches, a governors' palace, and a cathedral for the little city—the most notable collection of Spanish works of any city in the United States. One mission is now the historic Alamo. The mission San José de Miguel y de Aguayo approached old world cathedrals in beauty and majesty. All remain in varying states of preservation. Two irrigating systems, built before 1745, still function.

4. El Paso, Texas, beginning 1659—on the south side of the Rio Grande. An important post on the trail to Santa Fe, New Mexico. New Mexico was colonized in 1598 and Santa Fe founded 1609, second oldest city in the United States. The Great Revolt of Indians against the Santa Fe colonies in 1680 thrust the survivors back to *Paso del Norte* (El Paso) and new mission settlements were established in the El Paso Valley. East of El Paso 12 mi. is Ysleta (founded 1683), the oldest mission and town in Texas.

5. Nogales to Tucson, Arizona, beginning 1691. A large group of missions was built below and above the present Mexican border. Mission San Xavier del Bac, 9 mi. south of Tucson, ranks with San José at San Antonio in stateliness; it still stands in solitary grandeur on the desert serving the Pima Indian descendants of the Pimería Alta of the padres. Tumacácori mission, near Nogales, is now a National Monument.

6. San Diego, California, settled 1769, first mission and first settlement in California, two centuries after Saint Augustine, Florida. California was inaccessible and barren; generations of failures preceded this successful effort, then privation, famine and disease beset the settlers. The padres brought in seeds, palms, shrubs and livestock and the missions became estates of hospitality and abundance.

The conquerers were often cruel, the explorers heroic, the colonizers were empire builders, the padres with their Government cooperating built temples to their God seeking the temporal and spiritual good of their red brothers. They left a heritage of romance and culture.

(Written by Herral Ayres)

**FLORIDA-TEXAS TRAVEL OVER THE**  
**THE GREAT HISTORIC HIGHWAY ACROSS THE**  
**HEADQUARTERS GUNTER HOTEL**



THE ALAMO

**OLD SPANISH TRAIL MEXICO-CALIFORNIA**  
**SUNNY SOUTH AND THROUGH THE GREAT SOUTHWEST**  
**SAN ANTONIO, TEXAS.**

Travel conditions along the Old Spanish Trail from Florida to California are now so good little is needed in the way of detailed information. It is a United States Highway from the Atlantic to the Pacific, improved road-bed, 70% paved, hotel accommodations and auto service well distributed. The highway threads the sunshine belt for winter driving and outdoor life, in summer cooled by the trade winds, a summer and winter resort country from Florida to California. The States crossed by the Old Spanish Trail bring to the traveler the most varied contrasts, attractions and surprises on the continent.

**Old History**

The oldest and most romantic historical background on the continent lies in this far-southern country. The conquest of Mexico was in 1521 and for three centuries Spanish explorations, conquests, missions and settlements spread northward from Mexico and the Gulf of Mexico, and from Saint Augustine in the East which was settled in 1565. Old Spanish capitals and mission centers along the Old Spanish Trail are Saint Augustine and Pensacola, Florida; San Antonio, Texas; El Paso, Texas; Santa Fe, New Mexico (north of the highway); Tucson and Nogales (Santa Cruz Valley), Arizona; San Diego, California, and the Pacific Coast. Mobile, Alabama, and Biloxi, Mississippi, and New Orleans, Louisiana, were French capitals but controlled and developed for a time (1763-1800) by Spain. Before the American Revolution on the Atlantic seaboard Spain was governing and developing a vast empire in these southern and western lands.

**Products and Natural Resources**

These Southern Borderlands are unusually attractive and rapidly developing. The cities are noted in commerce and industry—outlying are agricultural, orchard, dairy, sugar, rice, winter truck, orange, grape-fruit, cotton, wool, mohair and cattle empires, oil and natural gas, and mines of salt, sulphur, copper, silver and mercury. Outdoor sports of every character are highly developed and enjoyed all the year.

**Travel Conditions**

Only two ferries remain on the highway: Mississippi River at New Orleans and Berwick Bay at Morgan City, Louisiana. \$8,750,000 are available for bridging these waterways. Forty miles of bridges and causeways have been built. The rivers and bays are crossed near the Gulf of Mexico. Two-thirds of the drainage waters of the United States pass the Old Spanish Trail. Today total ferry and bridge tolls are \$1.95.

No section of the highway is closed by snow, sleet or ice. All grades are driven in high. The old distress sectors now have modern construction; the unpaved sectors are the ones that have given little or no trouble. Improvements continue steadily; laying pavement, improving curves and grades, widening the roads, new bridges, etc., but the basic conditions are now so good and detours, if any, so well planned, the percentage of discomfort is today a minor item.

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The East is the Gulf of Mexico country, a land of unusual interest. Its bays, estuaries, rivers and beaches lure the sportsman. The port cities are leaders in international trade. Agriculture and industry find the all-year climate a valuable asset. Many districts of specialized farm products are serving the North with their delicacies in winter. The East is 90% paved and paving the remainder will be essentially completed in 1931.

The West is the hill, plains, mountain and livestock country with but little rain; a clear, constant sunshine blesses it. The large irrigation areas of the Elephant Butte, Roosevelt and Coolidge reservoirs and of the Imperial Valley, are along this western sector, growing a profusion of choice products. The road is broad and comfortable; paving through the West is now progressing nicely. Rains cause little or no distress, water runs away quickly and a glorious sun soon shines again.

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Hotels, camps and auto service are abundant and good. Driving is as safe as anywhere in the United States.

Trunk lines from the North to the Old Spanish Trail are now extensively improved and paved. Travel back and forth is becoming a common experience.

**Mexico**

The lure of Old Mexico adds to Old Spanish Trail attractions. At many points the highway touches or is near the border. The Pan-American Highway through San Antonio and Laredo, Texas, is paved to Monterrey, Mexico, and constantly traveled. Mexico information in detail on next page.

“Yes, give me the land where the ruins are spread,  
 And the living tread light on the hearts of the dead.”



**Florida, Alabama and Mississippi—608 Miles**

All but two counties paved—see Mileage Log. Paving to begin in both counties Spring, 1931.

Rolling, interesting country. Highest road elevation, 262 feet at Defuniak Springs, Florida. Pretty cities and towns—farm, tobacco, winter produce and orchard lands. Suwannee River, west of Live Oak. Gulf resorts close in West Florida. Mobile Bay, 10 mi. wide. The Mississippi Coast sector follows the Gulf shore; resort cities, fine hotels and homes face the Gulf of Mexico. Largest cities—Saint Augustine, Jacksonville, Tallahassee, Pensacola, Mobile, Biloxi and Gulfport. Saint Augustine—oldest city in the United States, interestingly old Spanish. Tallahassee—State capital. Pensacola, Mobile, Biloxi—old historic cities.

**Louisiana—335 Miles**

Concrete pavement across the State now being constructed; two-thirds completed, remainder to be completed during 1931. Gravel where concrete not laid. The State is building paved highways through all sections of Louisiana.

New Orleans to New Iberia; bayou and inland waterway country—old sugar plantations—Evangeline Country—salt mines—75 mi. wild life sanctuaries along the Gulf. Western Louisiana; vast rice areas, cotton, cattle, oil and natural gas. Largest cities—New Orleans, Lafayette and Lake Charles.

**East Texas—Orange to San Antonio—332 Miles**

97% paved. Elevations rising from coastal plains at Beaumont and Houston to hills at San Antonio 700 to 900 ft.

Cattle, rice, general farming, dairying, oil, natural gas. Sulphur and salt mines near Houston. Beaumont and Port Arthur noted oil centers, monster oil refineries. Houston—world port, commercial and financial capital. San Antonio—largest army and aviation concentration in the United States, ten large army reservations and supply bases; Randolph Field, the "West Point of the Air"; also commercial and resort city; five old Spanish missions and Spanish Governors' Palace; gateway to Rio Grande Valley and to Mexico. Hill, ranch and farm country around San Antonio. South Texas—winter produce, oranges, grape-fruit, cotton, cattle, oil and natural gas.

**West Texas—San Antonio to El Paso—590 Miles**

(State Line 609.5 mi.)

Paving and gravel. Shortest and most scenic route across West Texas, and easiest to drive.

Eastern section—ranch country of primitive beauty, rugged, interesting; the noted Hill Country, a vacation land of spring-fed rivers and brooks, 2,000-ft. elevations, cool breezes; ranch resorts, camps and hotels; and a foremost wool, mohair and cattle producing country.

Western section—Yates oil field near Sheffield, world's largest oil pool. Ira Yates, former ranchman, now largest royalty owner in the world. Irrigation areas—Fort Stockton and Balmorhea.

Road elevations up to 4,630 ft.—high point 8.5 mi. west of Van Horn. El Paso—commercial capital of West Texas and New Mexico, on the Rio Grande. Juarez, across the river in Mexico, historic Spanish capital and mission center. Ysleta, 12 mi. east of El Paso, oldest mission in Texas, and old Spanish towns of Socorro and San Elizario, quaint and historic.

Carlsbad Caverns—vast natural wonders, now operated by U. S. Government. Northwest from Fort Stockton or east from El Paso.

**El Paso westward across New Mexico and Arizona—722 Miles**

Half paved, half gravel. Dry weather prevails. Driving is fast and interesting. Paving is being extended rapidly. Highest road elevation, 3 mi. west of Bisbee, Arizona, 6,030 ft., easily driven.

Cactus and desert growths—hills and mountains—copper and silver mines. Noted reservoirs and irrigation areas—Elephant Butte, along the Rio Grande below and above El Paso in Texas and New Mexico—Coolidge, around Florence, Arizona—Roosevelt, around Phoenix, Arizona. Leading cities, Las Cruces—irrigation center; Douglas—copper smelting; Bisbee—copper mines; Tombstone—"Hellorado"; Tucson—old mission country and State university; Phoenix—State capital; Yuma—ancient gateway to California. Mexican border at Douglas with Agua Prieta through the gate in Mexico. South of Bisbee is Naco, Mexico. Branch at Tombstone or Tucson for Nogales, border metropolis astride border line.

**Southern California to San Diego—180 Miles**

Paved except about 14 mi. now under construction. Imperial Valley irrigation area at El Centro, 49 ft. below sea level—then mountains and resorts with road elevations up to 4,103 ft.—then San Diego and the Pacific coast. Mexicali, Mexico, south of El Centro. Tijuana and Agua Caliente south of San Diego. San Diego, first of the California settlements, first of the missions; today resort, commercial and cultural center; mountain, valley and sea coast areas; U. S. naval and aviation reservations.

**MEXICO**

Mexican border cities are hospitably near for Old Spanish Trail travelers. A visit to a border city in Mexico, for the day or evening, is without border restrictions. Your hotel or the chamber of commerce at the American border city will assist you. Old Spanish Trail cities directly on the border are El Paso, Texas, and Douglas, Arizona. Border cities in South Texas are reached from Houston or San Antonio by paved roads. In Arizona, the traveler may branch from the highway at Tombstone or Tucson for a picturesque drive to Nogales, a city of 15,000 people, 4,000 ft. elevation, where the main street is the border line of the two nations. South from San Diego, California, are Tijuana and Agua Caliente.

**Border Cities Are Not the Real Mexico**

At present the advisable trip into Mexico is by the Pan-American Highway through San Antonio south 153 mi. to Laredo, Texas, then 155 mi. south to Monterrey, Mexico, over a modern paved highway extensively traveled. Travel now to Monterrey is as safe and normal as in the United States. Officials in Texas and in Mexico are cooperating sympathetically to ease the border regulations, which obviously prevail on both sides, when an extended visit into the country is intended. These regulations should be understood beforehand.

The Pan-American Highway is under development by all nations from Canada to the southern part of South America. The sector from Monterrey to Mexico City, 625 mi., is not open. The Mexican Government has large road-building forces at work constructing a modern trunk line. They promise it will be "open" this summer but that does not mean it will be a good road and provided with reasonable conveniences so soon.

Laredo is the Texas border city with 32,600 population—a modern and interesting city. Monterrey, the "Industrial capital of Mexico," has 136,000 population, 1,500 ft. elevation, and scenic and historical attractions.

Write San Antonio Automobile League (AAA), Gunter Hotel, San Antonio, Texas. The Automobile League, the Mexican Tourist Bureau and the Old Spanish Trail have offices at the Gunter Hotel, and these coordinate with the Chambers of Commerce at Laredo, Texas, and Monterrey, Mexico.

**THROUGH THE NOTED WEST TEXAS HILL COUNTRY**

The Hill Country of West Texas is noted for many unusual qualities. It is a land of wild and primitive beauty, a great livestock country, a resort land for vacations, camps, summer schools, church and lodge encampments and private estates, includes the greatest oil field in the world, and near by are the Carlsbad Caverns. The Old Spanish Trail through this country is the short route across West Texas, broad and easy to drive and now being developed into a super-highway. It is 30 mi. shorter than the railroad. The great ranches are stocked with herds of cattle, sheep and goats of prize quality. A clear dry sunshine, clear-water brooks and rivers, cooling breezes, good drinking water, and elevations from 2,000 to 4,000 ft., account for its healthfulness and the attraction the country holds for the people. Auto service and hotel accommodations are well distributed and good.

THE COVER DESIGN is drawn from old Spanish art designs and the symbols used are a part of the life and customs of that age. The crosses symbolized Christianity, the shells crusades overseas. Shell designs are frequently found in the mission architecture. The sun-cross is introduced because it was a symbol of southwestern Indian worship. Feathers in the helmet denoted a prince or knight. The flag with lions and castles was the red and gold Royal Banner of Spain; the lions and the castles symbolized Queen Isabella's Kingdoms of Leon and Castile. The white banner with green cross was given to Columbus by Queen Isabella; F and Y are for FERNANDO and YSABEL. The elaborate sunburst cross is the jewel of the Royal Order of Isabel, commemorating the great queen of the discovery period, conferred by the King Alfonso of Spain in recognition of the Old Spanish Trail work.

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# MILEAGE LOG

THE MILEAGE now rechecked by a carefully adjusted car of the Automobile Club of Southern California working in cooperation with the Old Spanish Trail.

THE ELEVATIONS are the railroad survey record at the station; where no railroad, the elevations are by altimeter or from local records.

POPULATION, U. S. Census, 1930. Village population estimated, Ⓢ.

◆Cities of old Spanish or old French-Spanish history. \*County seats.

—19 at Holtville and —49 at El Centro, below sea level, Imperial Valley.

— Paved surface. — Improved road, not paved. ~~~~~ Ferries.

SMALL TOWNS. Not included: they are numerous along the way.

HOTELS. Modern or good hotels are numerous. County seats, as a rule, have good accommodations. Population is another guide.

CAMPS. Cottage and cabin camps are along the way.

The OST across Louisiana is being paved; about two-thirds completed.

remainder to be completed during 1931. Changes and improvements will result in some variations from these records, of slight importance, however.

Elevation	Population	From St. Augustine	From San Diego	Elevation	Population	From St. Augustine	From San Diego	Elevation	Population	From St. Augustine	From San Diego						
<b>FLORIDA</b>																	
7	12,111	◆St. Augustine*	.0	2767.0	14	822	Baldwin	788.5	1978.5	2,350	2,150	Ozona*	1500.5	1266.5			
		<i>Zero Monument</i>			20	2,228	Jeanerette	798.5	1968.5	2,168	◆200	Sheffield	1545.5	1221.5			
		Bayard	21.5	2745.5	21	8,003	◆New Iberia*	809.5	1957.5	2,974	2,695	Fort Stockton*	1618.0	1149.0			
8	129,549	Jacksonville*	40.5	2726.5	◆St. Martinville—Evangeline Country								3,200	◆400	Balmorhea	1671.0	1096.0
86	749	Baldwin	60.0	2707.0	38	806	Broussard	823.0	1944.0	3,000		Phantom Lake	1678.5	1088.5			
134	519	Macedenny*	68.5	2698.5	40	14,635	Lafayette*	830.5	1936.5	3,950		Jet, U. S. 80	1696.5	1070.5			
165	◆400	Olstee	87.5	2679.5	35	344	Scott	835.5	1931.5	4,202	◆50	Kent	1707.0	1060.0			
200	4,416	Lake City*	100.0	2667.0	37	396	Duson	841.0	1926.0	4,010	◆500	Van Horn*	1744.5	1022.5			
	324	Wellborn	113.0	2654.0	36	3,710	Ravne	846.0	1921.0	4,630		<i>Road Summit</i>	1753.0	1014.0			
108	2,734	Live Oak*	123.5	2643.5	25	7,656	Crowley*	853.0	1914.0	4,512	◆800	Sierra Blanca*	1778.0	989.0			
		<i>Suwannee River</i>	137.0	2630.0		572	Estherwood	859.0	1908.0	3,568	◆100	McNary	1807.5	959.5			
133	2,189	Madison*	153.0	2614.0		394	Mermentau	866.0	1901.0	3,579	◆100	Ft. Hancock	1812.5	954.5			
106	904	Greenville	166.5	2600.5	31	4,036	Jennings*	872.0	1895.0	3,612	1,623	Fabens	1836.0	931.0			
210	1,901	Monticello*	182.5	2584.5	25	1,514	Welsh	881.5	1885.5	3,827	◆1,000	◆Ysleta	1852.5	914.5			
215	10,700	◆Tallahassee*	209.0	2558.0	17	15,791	Lake Charles*	905.5	1861.5	3,719	102,421	◆El Paso*	1864.5	902.5			
282	1,169	Havana	224.0	2543.0	30	1,888	Sulphur	918.0	1849.0			<i>State Line</i>	1884.0	883.0			
251	3,788	Quincy*	235.0	2532.0	17	1,989	Vinton	931.0	1836.0	<b>NEW MEXICO</b>							
240	◆500	Chattahoochee	255.0	2512.0			<i>Sabine River, State Line</i>	943.0	1824.0	3,793	◆1,000	Anthony	1884.0	883.0			
	637	Sneads	260.0	2507.0	<b>TEXAS</b>				3,878	◆1,000	Mesilla Park	1905.5	861.5				
120	3,372	Marianna*	279.0	2488.0	10	7,913	Orange*	943.0	1824.0	3,900	5,811	Las Cruces*	1908.0	859.0			
132	550	Cottondale	288.5	2478.5	22	57,732	Beaumont*	968.5	1798.5	4,227	◆30	Cambray	1941.0	826.0			
109	1,878	Chiple	298.0	2469.0	43	◆400	China	983.5	1783.5	4,334	3,377	Deming*	1967.0	800.0			
127	1,292	Bonifay*	306.5	2460.5	44	◆150	Nome	989.0	1778.0	4,584		<i>Continental Divide</i>	2000.0	767.0			
72	1,022	Caryville	314.5	2452.5	58	◆200	Devers	999.0	1768.0	4,244	2,009	Lordsburg*	2027.0	740.0			
73	382	Ponce de Leon	323.5	2443.5	41	2,187	Liberty*	1011.5	1755.5	4,347	◆20	Stein's	2044.0	723.0			
262	2,636	Defunlak Spgs.*	336.5	2430.5	81	1,207	Dayton	1017.0	1750.0	4,119	◆200	Rodeo	2075.0	692.0			
229	930	Crestview*	364.0	2403.0	64	292,352	Houston*	1056.0	1711.0			<i>State Line</i>	2077.0	690.0			
		<i>To Gulf Resorts</i>			82	1,938	Sugar Land	1077.5	1689.5	<b>ARIZONA</b>							
212	278	Holt	376.0	2391.0	84	1,432	Richmond*	1085.5	1681.5	3,970	9,828	Douglas	2125.5	641.5			
11	1,466	Milton*	395.0	2372.0	90	1,941	Rosenberg	1089.0	1678.0	5,294	15,636	Bisbee*	2150.0	617.0			
27	31,579	◆Pensacola*	419.5	2347.5	120	◆500	East Bernard	1105.0	1662.0	6,030		<i>Mule Pass, Hig's Rd. Elev.</i>	2153.0	614.0			
		<i>Perdido River, State Line</i>	437.0	2330.0	156	2,343	Engle Lake	1121.5	1645.5	4,504	849	Tombstone	2176.0	591.0			
<b>ALABAMA</b>				220	◆250	Alleyton	1134.5	1632.5	3,650	◆200	St. David	2194.5	572.5				
	678	Robertsdale	454.0	2313.0	188	2,054	Columbus*	1138.0	1629.0	3,580	925	Benson	2201.5	505.5			
172	◆200	Loxley	459.0	2308.0	201	◆250	Glidden	1141.0	1626.0	2,386	32,506	◆Tucson*	2252.0	515.0			
8	68,202	◆Mobile*	485.0	2282.0	310	1,256	Weimar	1153.0	1614.0		◆20	Midway	2290.0	477.0			
	◆500	Grand Bay	510.5	2256.5	410	1,604	Schulenburg	1161.5	1605.5	1,490	1,318	Florence*	2320.0	447.0			
		<i>State Line</i>	514.0	2253.0	346	◆50	Engle	1168.0	1599.0		◆50	Apache Jct.	2355.5	411.5			
<b>MISSISSIPPI</b>				367	966	Flatonia	1174.0	1593.0	1,229	3,711	Mesa	2371.5	395.5				
17	2,453	Moss Point	525.0	2242.0	390	1,048	Waelder	1186.0	1581.0	1,161	2,495	Tempe	2378.0	389.0			
17	4,339	Pascagoula*	529.0	2238.0	292	3,859	◆Gonzales*	1203.0	1564.0	1,074	48,118	Phoenix*	2387.5	379.5			
24	1,063	Ocean Springs	547.0	2220.0		◆50	Belmont	1218.5	1548.5	888	1,077	Buckeye	2422.5	344.5			
23	14,850	◆Biloxi	551.0	2216.0	538	5,225	Seguin*	1236.5	1530.5	736	◆300	Gila Bend	2467.0	300.0			
25	12,547	Gulfport*	564.0	2203.0		◆50	McQueeney	1242.0	1525.0	687	◆50	Sentinel	2496.5	270.5			
12	3,004	Pass Christian	573.5	2193.5	554	◆400	Marlon	1248.5	1518.5	494	◆50	Aztec	2510.5	256.5			
26	3,724	Bay St. Louis*	579.5	2187.5	644	◆300	Cibolo	1254.0	1513.0	540	◆50	Mohawk	2529.5	237.5			
		<i>E. Pearl River, State Line</i>	608.0	2159.0	718	◆300	Schertz	1256.5	1510.5	255	◆100	Wellton	2552.5	214.5			
<b>LOUISIANA</b>						<i>Randolph Field—U. S. Aviation</i>			142	4,892	Yuma*	2586.5	180.5				
11	2,807	Slidell	620.0	2147.0	713	◆100	Converse	1260.5	1506.5			<i>Colorado River, State Line</i>	2587.0	180.0			
7	458,762	◆New Orleans*	662.0	2105.0		◆100	Kirby	1266.5	1500.5	<b>CALIFORNIA</b>							
		<i>Mississippi River</i>			716	231,542	◆San Antonio*	1275.0	1492.0	200	◆20	Gray's Well	2607.5	159.5			
20	◆300	Luling	684.5	2082.5		◆50	Leon Springs	1294.0	1473.0	—19	1,758	Holtville	2636.0	131.0			
13	◆400	Des Allemands	695.5	2071.5	1,405	1,117	Boerne*	1305.5	1461.5	—49	8,434	El Centro*	2645.5	121.5			
11	◆500	Raceland	707.5	2059.5	1,429	◆800	Comfort	1324.0	1443.0	2,350	◆50	Mountain Spgs.	2681.5	85.5			
13	6,531	Houma*	720.5	2046.5	1,573	◆700	Center Point	1333.5	1433.5	2,830	◆200	Jacumba	2690.5	76.5			
12	◆400	Gibson	742.5	2024.5	1,645	4,546	Kerrville*	1344.5	1422.5	3,250	◆100	Boulevard	2696.5	70.5			
10	5,985	Morgan City*	757.5	2009.5	1,700	◆300	Ingram	1352.0	1415.0	4,103		<i>Road Summit</i>	2703.5	63.5			
14	1,679	Berwick	757.5	2009.5	1,930	◆80	Mountain Home	1363.5	1403.5	3,700	◆100	Pine Valley	2719.0	48.0			
10	2,206	Patterson	766.0	2001.0	1,790	◆80	Segovia	1390.0	1377.0	1,860	◆100	Alpine	2735.5	31.5			
13	◆500	Centerville	778.5	1988.5	1,709	1,405	Junction*	1401.0	1366.0	450	1,050	El Cajon	2750.5	16.5			
11	3,271	Franklin*	783.5	1983.5	2,000	◆100	Roosevelt	1420.5	1346.5	539	2,513	La Mesa	2755.0	12.0			
					2,150	1,942	Sonora*	1463.0	1304.0	46	147,995	◆San Diego*	2767.0	0.0			