

Greatest Transcontinental Highway Being Constructed

The Old Spanish Trail, From St. Augustine to San Diego, is Nearly Finished

By CALEB JOHNSON
By the end of 1931 it will be possible for a motorist to start from Maine and drive to San Antonio, Texas, without ever getting off hard road. Within another two or three years the motorist can continue his journey to California, over hard roads all the way.

With all of our progress in road building, there is today not a single route across the continent which does not involve driving over hundreds of miles of roads which nobody could classify as good and which most motorists, accustomed to the paved highways of both coasts and the Great Lakes region, would classify as positively bad. But with the completion of the Old Spanish Trail we shall have a highway connecting the Atlantic and the Pacific oceans, a highway paved or hard-surfaced throughout its entire length, and a transcontinental highway, moreover, which will be passable at all seasons of the year, since it is located throughout its length far to the south of the snow belt, which makes the more northerly passages impossible in winter.

It's no wonder that the United States government is aiding liberally in the construction of this road which will give the speediest possible route for the movement of motorized military forces from one coast to the other.

From Maine to Florida the Atlantic Coastal highway is now substantially completed, either concrete, tar-macadam or hard sand-clay surface all the way. And when it gets to historic old St. Augustine, Florida, it strikes the beginning of the Old Spanish Trail, connecting St. Augustine on the east with San Diego on the west.

The idea of a cross-continent highway which would follow the trade and military trails based by the early Spanish settlers on the Gulf and in the southwest was first given light at a gathering at Mobile, Ala., in 1915. Nobody knows who selected the picturesque and descriptive name, nor just how the movement started. The first idea was to connect New Orleans with Miami. But the west heard about it and eagerly joined in the movement, set up a promotion headquarters in San Antonio, and projected the original plan two thousand miles farther than its original enthusiasm had dreamed of going.

And now it is nearing completion. Starting from St. Augustine, where the Spaniards have left their indelible record in the narrow streets and picturesque old fort and other buildings of this oldest of American municipalities, the Old Spanish Trail runs through Jacksonville, Tallahassee, Pensacola, Mobile, Bay Saint Louis, New Orleans, Lake Charles, Beaumont, Houston, San Antonio, Fort Stockton, El Paso, Las Cruces, Douglas, Tucson, Phoenix and so to California and San Diego. It crosses eight states, three great bays and the greatest of North American rivers. It crosses the Great Divide at its lowest point, at Bisbee, Arizona, at an altitude of 6,936 feet above sea-level and descends into the Imperial Valley through El Centro, California, 51 feet below the sea-level. Yet there are no grades which cannot be driven in high gear.

Two-thirds of the drainage water of the United States crosses the Old Spanish Trail, yet only two ferries are necessary; one across the Mississippi river at New Orleans, the other over Berwick Bay at Morgan City, Louisiana. All of the other water-courses which the trail crosses have been bridged.

The Old Spanish Trail follows the line of the chain of missions and presidios which the King of Spain ordered in 1772 to be constructed from the Gulf of Mexico to the Gulf of California. San Antonio was the meeting place of all the trails connecting the Spanish settlements with each other. And in San Antonio, a few weeks ago, the King of Spain, through the Spanish ambassador to the United States, presented a royal decoration to Harold Ayers, the managing director of the Old Spanish Trail Association, in recognition of his services in preserving and perpetuating the old Spanish tradition.

Of the first 579 miles of the Trail, from St. Augustine to Bay St. Louis, all but a few miles has been paved, and that part, in Mississippi, is hard sand and gravel. Thence across Louisiana to the Texas line, 362 miles, concrete pavement is being laid the entire distance, though it will be the end of next year before this is completed. The unpaved sections are good gravel roads.

From the Texas-Louisiana line to San Antonio, 329 miles, the Trail is 26 per cent paved. Thence, 533 miles to El Paso, the gravel road is good

but dusty and paving is being carried on rapidly, eventually to cover the entire stretch. From El Paso westward across New Mexico and Arizona to the California line is 712 miles, of which about half is paved, the rest gravel roadways over the desert and through the Rocky mountains. By the end of this year it is expected that the last stretch of the 178 miles across California to the Pacific will have been paved.

This great highway, 2,741 miles long, is the largest single piece of road building which has ever been constructed since the days when the Caesars connected all of the outlying provinces of Europe with Imperial Rome by roads, some of which have lasted to this day and are still main thoroughfares of commerce. When it is finished it will have cost upward of \$110,000,000, provided by the states, counties and municipalities and by the United States government.

As every other great road does, the Old Spanish Trail is opening up new areas to settlements, to industry and to development. Until it was cut through from Jacksonville west, five years ago, few tourists to Florida ever saw the lovely rolling country of West Florida, the hills and rivers and coastline vistas that lie between Tallahassee and the beautiful city of Pensacola, which with its magnificent harbor and new rail connections northward is rapidly recapturing its ancient importance as a seaport. And so, all along its route, the growing tide of motorists following the Old Spanish Trail is discovering and spreading the news to the rest of the world that in this south and southwest here are opportunities and beauties which few had ever realized existed.

BIBLE SCHOOL PROGRAM PLEASURES AUDIENCE HERE

A very enthusiastic audience greeted the students of the Bible Expression and Dramatics school which ended its two weeks work last Thursday evening with a program of Biblical dramatizations and song pantomiming at the Methodist church.

Each of the participants, 30 girls in number, were dressed in biblical costumes typical of the times they were representing. Many of those commented on the work which had been done at the school and stated that they thought the dramatization of the parable of the ten virgins was the most inspiring part of the entire program.

Miss Era Dell Murphy who directed the school left Friday for Seattle where she is conducting a similar course in one of the largest churches in that city.

FUSELAGE OF GLIDER BROKEN LAST SUNDAY

The fuselage of the glider owned by the Eugene glider club was demolished Sunday when the glider was snapped off from the knoll at the hangar and fell to the ground. Carl Stenerson was in the glider and he declared afterwards that he seemed to have been shot into a vacuum, because just as soon as the momentum caused by the shock cord had passed the glider settled directly down on the ground breaking the fuselage in the sudden descent. He was uninjured.

New parts for the glider are being made this week. They will be put into place by the members of the club and it is expected that they will fly again next Sunday.

The accident last Sunday was the first serious one to happen to the local glider, and it happened on the first flight of the day.

FAMILY MEMBERS MEET HALFWAY FOR PICNIC

The members of the Fraedrick family enjoyed a novel gathering on Sunday when Mr. and Mrs. E. E. Fraedrick and their son and daughter-in-law, Mr. and Mrs. A. T. Fraedrick, and their family, all motored south as far as Canyonville where they met Mr. and Mrs. E. E. Fraedrick, jr., of Prospect, California, and spent the day along the creek. The sun was shining all day and it was almost too warm at times to be comfortable, said Mr. Fraedrick upon returning to Springfield.

Each party drove more than 125 miles to attend the half-way meeting.

THURMAN GAS STATION TO SELL NEW GASOLINE

A new gasoline pump and storage tank is being installed at the Thurman service station this week. The new equipment will be used in the sale of the Gilmore blue-green gasoline which will be on sale in Springfield for the first time the latter part of this week.

TWO STONE PIERS NOW INDICATE SPOT WHERE OLD BRIDGE STOOD

The old Springfield bridge across the Willamette river, which until this spring was the only highway connecting link between the two cities of Eugene and Springfield is gone. Two large stone piers now stand on opposite banks of the river as mute reminders of the progress and change which made necessary the construction of a much larger and stronger bridge to take its place.

There still remains plenty of evidence of a bridge once spanning the river at that point as the steel beams are lying in groups on either side of the river where they are awaiting shipment to Portland for refabrication and later assembling again to provide a bridge across the same river a few miles east of the Pacific highway at Creswell.

The actual dismantling work was completed about a week ago and the removing of the scaffolding was completed yesterday. The scaffolding will be moved to Creswell for use in the assembling of the bridge near that city, and the steel work will be loaded onto cars and shipped within the next few days, according to O. N. Pierce, contractor in charge of both bridge jobs.

More than two months were required to tear down the old structure, the bolts and pins of which had become so rusty that many of them were next to impossible to remove.

Just how long the new bridge which was dedicated by the late Governor Patterson last fall will be serviceable no one knows to any degree of certainty. Two sets of piers now stand along the river where former bridges were.

SPRINGFIELD INVITED TO EUGENE FOURTH OF JULY CELEBRATION

The people of Springfield have received an invitation through Mayor W. P. Tyson to attend the old fashioned Fourth of July celebration to be staged on the Lane County fair-ground July 4 and 5 under the sponsorship of the Central Labor council, of Eugene.

The invitation, signed by Robert M. Fischer Jr., chairman of the celebration committee, reads:

"The Eugene Central Labor Council would like to formally invite the people of your city to attend the old fashioned Fourth of July celebration to be staged on the Lane County fair-grounds July 4 and 5.

It is the first major event that organized labor has ever attempted to sponsor in this county, and we look for it to be a big success. Free admission to the fairgrounds, free parking of cars and free entertainment of many sorts will be offered, and we are sure you will enjoy it.

"Should Springfield or any Springfield organization care to enter a float in the mammoth parade on the morning of the Fourth, we shall be only too glad to cooperate."

The celebration committee has arranged for two days of horse racing, with fireworks displays at night. Herb Owen, Eugene matchmaker, has announced two wrestling cards, with several outstanding wrestlers.

Plenty of picnic grounds will be available for those who wish to bring basket lunches. The celebration is to be modelled after the old-time celebrations of a few years ago, and everything is being done to assure its success.

Every Eugene organization is taking a hand in helping line up the celebration. The parade will feature the Odd Fellows band, the Eugene high school band and the Legion Drum and Bugle corps as well as a number of brilliant floats.

CASCADE FOREST SCHOOL BEING HELD THIS WEEK

Sixty prospective forest service workers, all of whom will be employed in the Cascade national forest during the fire season this summer, began an intensive four day training period at temporary headquarters near Skinner's Butte on Tuesday. Among these men are nine instructors and seven visiting fire wardens, as well as Foster Steele, chief fire warden in the Cascade forest, and who has charge of the camp.

The gathering of slashings, setting of small fires and demonstrations of how to put them out and actual practice in this work is being followed each day at the camp.

Men from the Siuslaw forest who were in camp last week did not have to set fires to demonstrate how to put them out for just when they were ready for these tests forest fires broke out in the national forest near Florence and the men went right to work.

Delivers Memorial Address
Charles Poole special deputy grand master of the I. O. O. F. at Eugene was the speaker and delivered the eulogies at the annual memorial service at the Odd Fellows temple in Eugene last night.

IT'S SWEETER THAN "SWEETIE"!



Nancy Carroll, Stanley Smith in the Paramount Picture "Honey," with Harry Green, Skeets Gallagher, Lillian Roth at the Colonial theater Sunday.

NANCY CARROLL IN "HONEY AT COLONIAL"

The Colonial theatre in Eugene announces the opening there Sunday, Monday and Tuesday of "Honey," a big special feature starring Nancy Carroll.

Miss Carroll is remembered as the bright and particular luminary of "Sweetie," a musical romance of collegiate capers.

"Honey" is even sweeter than "Sweetie." It is the kind of musical production that gives Miss Carroll full play for her particular style of cuddlesome "It."

Based on the famous stage play,

"Come Out on the Kitchen," "Honey" has all the original humor of this great American comedy plus the inimitable songs of those celebrated composers, Harling and Coslow. Of the five songs featured in the show, there are two, "In My Little Hope Chest" and "Sing You Sinners," which will doubtless be the most popular.

In support of Miss Carroll are Stanley Smith, her lover in "Sweetie"; Lillian Roth, of "The Love Parade" fame; Harry Green, "The Kibitzer"; Skeets Gallagher, funny man of "Pointed Heels"; ZaSu Pitts, the ever-tearful maid; Miltz Green, 9-year-old girl who made a hit in "The Marriage Playground," and others.

MANY PEOPLE ATTEND ANNUAL MASONIC PICNIC

One thousand people attended the third annual Lane county Masonic picnic which was held at the Seavey Hop Island on Sunday. Chester M. Lawrence, worshipful master of the McKenzle lodge, was the principal speaker. Short talks were also made by Mrs. Thomas Bailey of Junction City, mother of Edward F. Bailey, now candidate for governor on the Democratic ticket, and by Hugh Rosson of Eugene and Elbert Bede of Cottage Grove.

Special musical numbers by a Eugene quartet led by William Kidwell were interspersed through the program.

Plenty of athletic contests and sport events were provided for people of all ages.

MR. AND MRS. JACOBY ENTERTAIN NEWLYWEDS

Three couples which have been married during the month of June were guests at a party given for them Tuesday evening by Mr. and Mrs. G. E. Jacoby at their home at Swimmers Delight. They are Mr. and Mrs. Carl Steen, Mr. and Mrs. Clive Stanley, and Mr. and Mrs. Harry Huffman of Eugene.

Games, conversation, and dancing provided entertainment for the evening. Refreshments were served at a late hour.

Visitors in Portland—Mr. and Mrs. Clive Stanley motored to Portland to spend the week-end visiting with friends in that city.



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