

Cement Company offered to give the cement. Up to that time, crushed rock had been under consideration. The Lincoln Highway Association was organized and held its first meeting July 1, 1913. The same day the Hoosier tour set out from Indianapolis to blaze the opening trail to the West Coast.

This was Carl's way of getting the entire nation interested in the Highway. He had told his friends in the automobile industry: "By getting up a caravan of cars and driving clear across the United States, we can show the country how much it needs a transcontinental highway, and we can show that such a road can be built."

This was the historic Indiana motorcar manufacturers' tour. They called themselves the Trail-Blazers. Driving across the United States in those days was a hazardous expedition. Only a professional driver could hope to reach San Francisco from New York within two months. The average driver took three. Carl's announcement that a cavalcade of automobiles would cross the United States excited the whole country. Telegrams poured into Indianapolis from cities and towns, begging the Trail-Blazers to pass their way. One hundred such requests came in a single day.

Committees from western cities had come to Indianapolis to beg a visit from the cavalcade. Price, Utah, was among the places eager for the honor. When told in reply that they had no road for automobiles, the Price citizens said they would build one—and they did.

When Carl and his seventy-odd fellow Trail-Blazers set out from Indianapolis that summer day in 1913, they felt and looked like pioneers. Khaki-suited and high-booted, these leading Hoosier industrialists were ready to move into the pages of a western thriller. They were selected not only for their value to the highway tour, but for physical stamina. No weaklings could survive the rigors of a trip all the way to San Francisco by automobile. The cars were driven by picked factory drivers, such as Ray Harroun and others who had raced on Speedway and worked