

WHOSE?

No. 1222

CAPITAL AND SURPLUS



THREE MILLION DOLLARS

May 31st 1913

PAY TO THE ORDER OF

\$20,000<sup>00</sup>

Twenty Thousand

DOLLARS INDIANAPOLIS MOTOR SPEEDWAY CO.

Carl G. Fisher

6625

graduate of the Technical University of Berlin, and has had a great deal of experience on a number of European cars before coming to America. In this country he was on the engineering staff of the American Motors Company, and later, with the Packard Motor Car Company until 1910, at which time he became connected with the Packard. During the last year he spent three months in Europe for this company, going over all the

Twenty thousand-dollar certificates are a awful lot of money in one piece, and the denomination is small. Twenty thousand dollars in one piece doesn't look so big, but it has the same purchasing power in every country in the world, and the \$20,000 which is being thought about is represented in the above photograph, and has a good chance of being spent in almost any old part of the globe, con-

**"Modern Daniel Boone" to Lay Out Three More Routes**

Under the auspices of the Federal Department of Highways and working directly for the American Automobile As-

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graduate of the Technical University of Berlin, and has had a great deal of experience on a number of European cars before coming to America. In this country he was on the engineering staff of the American Motors Company and later was with the Packard Motor Car Company until 1910, at which time he became connected with the Pathfinder. During the last year he spent three months in Europe for this company, going over all the latest designs of European cars, so that he could embody those ideas that were practical into the Pathfinder car.

J. L. Blythe, manager of the service department, was formerly with the Peckham Auto Company of Dayton during 1906, 1907 and 1908 and with the Dayton Auto Company during 1909 and 1910, and since that time has been with the Pathfinder. Since his connection with this company he has organized a very elaborate service department and prompt attention is assured all customers.

Nevin B. Reisinger, purchasing agent, was formerly with the Dayton Motor Car Company of Dayton, O., makers of the Firestone-Columbus car. His experience in the various branches of automobile manufacture covers a period of eight years. He is widely known in the trade as a close observer of market conditions and is a very efficient man in his department.

Howard M. Talbot, auditor, was for ten years paying teller in the Indiana National Bank, when he engaged in a bank and office fixture manufacturing enterprise. As auditor of the Pathfinder Company, Mr. Talbot has accomplished much in systemizing the office and factory, unusual results being obtained in the cost department due to the keeping of an accurate check on materials purchased and used. The most up-to-date methods are employed in the accounting department.

Bruce Daniels, advertising manager, was formerly engaged in newspaper work, having served in the editorial departments of the Detroit News and Indianapolis Star as editor in the sporting and automobile departments respectively.

Twenty thousand dollars is an awful lot of money in one pile, if the denomination is small. Twenty thousand dollars in one piece doesn't look so big, but it has the same purchasing power in every country in the world, and the \$20,000 which is being thought about is represented in the above photograph and has a good chance of being spent in almost any old part of the globe, considering the various nationalities represented among the drivers entered in the 500-mile race.

Who? Who? Who will be the lucky driver to have his name inscribed in the blank line of the above check immediately after the big Speedway event is finished? That is the question which tens of thousands of speed bugs are asking themselves and others each day. If they only knew.

Let it be thoroughly understood, however, that each driver has his mind made up to win the race and capture the large end of the purse, and it is a large end. Could one see the inside of certain pockets on May 30 it would not be surprising should "jinks eliminators," "rabbit footsies" and other "germs" calculated to ward off bad luck be discovered.

Each driver says, "It's mine." There are only THIRTY drivers. Somebody or bodies will have had luck. WHO?

Somebody will win. WHO? Somebody will be \$20,000 better off after about seven hours' work. WHO?

Carl G. Fisher will write the name of the lucky man in the blank space on the above check.

WHOSE WILL IT BE?

**"Modern Daniel Boone" to Lay Out Three More Routes**

Under the auspices of the Federal Department of Highways and working directly for the American Automobile Association, A. L. Westgard, the "modern Daniel Boone," established a new touring record for automobilists when he crossed the continent three times in 147 days in his stock Pathfinder "forty" touring car, collecting data for a series of strip maps to be added to those already published by the A. A. A.

Equally interesting is the latest announcement from the touring bureau of the American Automobile Association that Westgard is to take the same Pathfinder car he used in 1912 to survey three more transcontinental highways in 1913, thus completing in two seasons a campaign of transcontinental highway development that has been under consideration for the last six years.

The total mileage at the end of the present proposed work will be approximately 30,000 miles, made in actual service since June 11, 1912. The start of the 1913 campaign will be made June 1 from New York city.

The survey, in character, resembles the work of the modern civil engineer who works with rod and chain. Actual mileage is registered by means of three speedometers, which give an absolute check on distance. Culverts, crossings, bridges and natural peculiarities of the land are registered faithfully.

Schoolhouses and directions for entering towns and cities along the route are noted. The survey is the greatest of all time and is typical of the enthusiasm and ingenuity displayed by Americans in any cause that has to do with good roads.

**Sees Interest in Race and Pacific Coast Tour**

H. T. Hearsey of the Hearsey-Willis Company, distributors of the Hupmobile in Indiana, returned from Detroit, where he sojourned last week looking over the general automobile situation as it showed itself in that city. Detroit is the

**CADILLAC OFFICIALS COMING.**

Though the Cadillac Motor Car Company has never gone in for the racing

**CHALMERS WILL CONSTRUCT ANOTHER FACTORY BUILDING**

Floor Space of 50,000 Square Feet