

OREGON IS PRAISED

Hospitality Sends Motor Touring Party Away Happy.

WOMAN DRIVES LONG WAY

Arizona Party Make 6000-Mile Trip and Say Kindness Shown Them in This State Added Much Pleasure to Outing.

Who says the kindnesses shown automobile tourists are not appreciated; that they do not win friends and attract publicity?

Whoever would include the "note" in the above paragraphs will find adequate refutation in the following article, printed last Monday in the Los Angeles Times under a generous headline, "Arizona Party Tour Oregon and Compliment State on Care of Motor Tourists."

Praising the State of Oregon for its attention to transient motor tourists, Mrs. W. B. Twitchell drove through Los Angeles last week at the wheel of her Chalmers "Six-18" en route to her home in Phoenix, Ariz.

Although accompanied by her husband, she refused to relinquish the steering wheel at any time during the long, eventful trip from the Southern border state of the state line of Washington.

2500 Pounds Excess Carried.

Despite the fact that the car carried 2500 pounds in excess of its own weight, consisting of seven passengers

and luggage, upon arrival in Los Angeles they were still carrying Phoenix air in all four tires.

There are two points regarding our car, remarked Mrs. Twitchell, "that we have been taught as a result of a trip including many severe tests."

"It is comfortable and pleasant on the hardest roads and it is constructed for gruelling usage all the way through. Although we crossed roads and grades in the face of official warnings, the engine or car at no time gave us the slightest regret. That the original air in the tires after 6000 such aggravating miles and this with 2500 excess pounds, is a tribute to any car."

"I am fond of driving a car and on this trip I have been every mile at the wheel. We were thoroughly equipped with bedding and cooking utensils before leaving home and have put up a hotel on but two occasions in nearly 60 days."

Trip Is Delightful.

"Inasmuch as our passengers consisted of three adult women and three small children, it might be thought that 60 days of outdoor touring life would become tiresome. But we are more than delighted with the experience."

The car itself has been roomy and wonderfully comfortable and our camp life, particularly in the State of Oregon, has been unique and attractive. If a motorist goes to a hotel it means dress in Sunday clothes and then go and get all dirty again. So we did what the majority of motorists are doing and stuck to the outdoor life.

Throughout the beautiful scenic country of Oregon we were struck with the great hospitality of every community. At Ashland in particular the city has prepared a clean, sanitary space with water and electricity, where touring motorists are welcomed over night. This spirit prevails all through the Northern state.

The Columbia River Highway, with its astounding beauties, is a wonderful state boulevard."

SAFETY DEVICE ON MARKET

Roseburg Man Has Automatic Light for Reverse Gear.

An invention that promises to attract considerable attention in the automobile trade has just been perfected by F. A. Steward of Roseburg, of the Laurel Crest ranch.

The device consists of a water and oilproof electrical switch so located that when the gear-shifting lever is put into reverse position it closes this switch automatically and lights a small white light fastener to the rear of the car. This white light illuminates the immediate vicinity of the rear wheels of the car and shows the driver just where he is backing at night.

When the car is started forward this light goes out without any attention on the part of the driver. The light is connected to the regular lighting system of the car and does not interfere with the red taillight. It will only operate during the period that the red taillight is burning.

ROAD TO THE DALLES LAUDED

Chicago Tourists Pay Tribute to "Most Beautiful Scenery."

After driving to the Pacific Coast and back in their dependable Studebaker Six here is what G. E. Corcoran, Mrs. S. Eason, J. R. Cutts and Miss Margaret Cutts, of Chicago, have to say about the Columbia River Highway:

From Portland to The Dalles is the most beautiful scenery in the whole country. The view of the Celilo Canal and locks was magnificent, and the Columbia Highway is the most wonderful I have ever seen. Also the best-finished roads I have ever traveled over. The Dalles is a town of Heppner, Lexington and Pendleton.

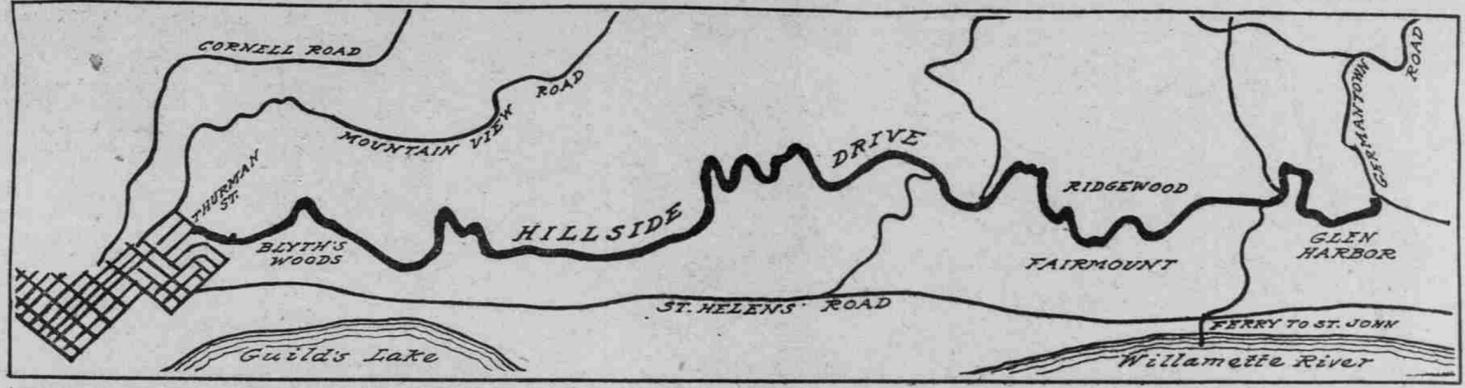
While the trip from The Dalles contains a great deal of scenery, it is really tiresome on account of ruts and dust, but for value received in beautiful scenery on the Columbia Highway, the disagreeable features of the trip over the prairies to Pendleton was more than counterbalanced.

Fire Abuses Are Pointed Out.

The Goodyear Tire & Rubber Company is endeavoring to assist all motorists to obtain more mileage from their tires, not only by furnishing a good tire, but by pointing out the abuses which ruin tires. A series of bulletins has been prepared, each illustrating and describing some abuse to which tires are commonly subjected, resulting in ruin. Any motorist may secure this series of bulletins free by writing to the Service Department, The Goodyear Tire & Rubber Company, Akron, O.

WINDING, BRIDGELESS HIGHWAY REVEALS WIDE SWEEP OF REMARKABLE SCENERY, STRETCHING FOR MILES

Trip Over Hillside-Drive Loop Gives Glimpse of Unique Combination of Forest and Mountain, River and Farm Land, While Just Below One Watches Freight-Laden Craft Moving in and Out of Harbor—Grade Only 4 1/2 Per Cent, Except on Germantown Hill at End—Connection of Drives Proposed.



"Horse-Shoe" Bend in Road at Head of Willbridge Canyon.



Typical Stretch of "Hillside Drive."

BY CHESTER A. MOORES. DOUBTLESS man might have conceived a roadway more unique than Hillside Drive, but doubtless man never has.

Such is true at least in the mind of those who have been privileged to motor over the new drive that stretches from the head of Thurman street, in Willamette Heights, through the hills for 11 miles toward Linnton.

"But," you ask, "if it is only eight miles from the heart of Portland through Linnton, how could it be 11 miles from a northern edge of Portland to a point a few miles south of Linnton?"

That's just it. A drive one of 1000 curves. A crow can fly from the point where Hillside Drive begins, at the head of Thurman street, to its junction with the Germantown road on the hills above the road to Claremont without traveling more than five miles. But Hillside Drive is a road of a thousand curves and so much distance is spent winding back and forth among the hills and ravines that the exact measured distance of the drive proper is 11 miles.

In all this distance there is not a bridge. C. W. Woodruff, the engineer who designed Hillside Drive, didn't believe in making short cuts. Instead of bridging across a canyon or ravine he hovered closely to the edge of the hills and went the long way.

Neither is there a house nor any sign of human habitation along the full course of Hillside Drive. Here is an 11-mile stretch of modern highway almost within a stone's throw from the heart of a great city and not a building for 11 miles. Doesn't that entitle it to superlative ranking for uniqueness?

Connection of Drives Proposed. It is only the other day that the southern end of Hillside Drive was completed by its connection with Thurman street. Now, as long as the rain doesn't muss things up, the motorists of Portland can enjoy a remarkable drive, which, with other wonderful drives on the western borders of Portland, is destined to share honors with the world-passing Columbia River Highway in making the Rose City famous all over the globe.

639 TRUCKS HERE

Multnomah Has Two-Thirds of Number in State.

155 NEW CARS REGISTERED

Curry, Jefferson, Lincoln and Lake Counties Record No Carriers of Freight—Reo Leads Makes With 170 of Total.

More than two-thirds of the legitimate motor trucks in the state are owned and operated in Multnomah County. According to figures completed last week by M. O. Wilkins, a total of 954 motor trucks of the solid-tire variety have been registered in Oregon thus far in the year.

Of this number 155 were recorded this year for the first time, while 799 cars were also registered last year. Of the entire number a total of 639 are in use in Multnomah County alone.

Marion County shows 38, Lane 33, Clatsop 26, Clackamas 25, Crook 20, Polk 16, Jackson 15, Washington 14, Coos 13, Linn 11, Benton and Douglas 10.

By makes, Reo leads with 170, Federals 140, White 103, Packard 76, I. H. C. 59, Mack 47, and Menominee 38. The Reo also leads for this year in business with a registration of 4 new models.

The following report by counties shows that four counties, Curry, Jefferson, Lake and Lincoln counties, have no motor trucks:

Table with columns: County, New, Old, Both. Lists counties and their respective truck registrations.

"WORST" ROADS LAUDED

DR. W. F. HUBBARD MAKES 725-MILE TRIP TO PUGET SOUND.

Woodland-Kelso Route, That Has Been Criticized, Is Reported in Splendid Condition.

"Where we expected the worst we found the best." Such is the way Dr. William F. Hubbard speaks of his recent trip to Puget Sound points and return in his 1912 Ford. With him on the 725-mile journey were Mrs. Hubbard and Mrs. Christina Jaspersen.

"The road between Woodland and Kelso, Wash. on the regular Pacific Highway, which has been receiving severe criticism for a long time, was in splendid condition when we passed over it," said Dr. Hubbard yesterday. "The road crews had just finished their work on this stretch of road."

"On the way up we passed through Vancouver, Kalama, Kelso, Castle Rock, Chehalis, Centralia, Olympia, Tacoma, Seattle and Everett. Returning we came via Roy, Wash. The distance was about the same each way, but I believe the main route was in better condition."

"In a few places we found men working the Pacific Highway and we had to make little detours but we found neither mud nor excessive dust. When the Pacific Highway is completed this country will reap wonderful benefits. Even with the highway only partly completed my last trip was the most enjoyable I have ever taken anywhere."

"My little car didn't give any trouble and came home running just as smoothly as it did when I bought it. Also, thanks to the Universal tire fitter, I didn't have to bother with any punctures or blowouts."

MILEAGE "TALKS" IS ISSUED

Firestone Company Gives Information About Tires.

"Mileage Talks," a book just issued by the Firestone Tire & Rubber Company, shows on just what tire mileage depends.

The book is full of facts regarding tires and their durability and the why and wherefore of careful construction is shown and proved.

Because experts focus on tires, because great care is exercised at each successive step of construction, because rigid inspection is insisted upon because quality of materials is demanded—these are some of the reasons given for getting more mileage out of tires.

A detailed description with photographs, is given of the various processes that take place from the crude rubber stage to the finished tire. A scientific explanation of the Non-Skid tread offers unique information to the motorist. Rims and tubes and accessories are also given space in this book.

All in all, "Mileage Talks" besides presenting facts regarding tire-making is a convincing argument for "more care in construction means more mileage."

KISSEL CAR MAKES FAST RUN

Trip of 324 Miles Made in 16 Hours to Win Back Bet.

On a wager that he could drive his Kissel 42-Six roadster from Cynwyd, Pa., to Boston, Mass., in 17 hours, W. T. Hunter, of the former place, failed to make good by 19 minutes. Still game, Mr. Hunter telegraphed that he would double the original bet on the return trip and this was accepted.

The return, a distance of 324 miles, was made in exactly 16 hours. Mr. Hunter himself driving 300 miles of the distance. On the entire run the car received absolutely no mechanical attention. The delay on the Eastern run was due to the replacement of a spring shackle bolt, which held Mr. Hunter for an hour near New Haven, Conn.

Month Goodyear Company's Greatest

The Goodyear Tire & Rubber Company reports for August the largest month's business in the history of the company. The automobile tire produced in that month laid flat, end to end, would stretch out over 135 miles.

REMOVAL NOTICE.

The Brown Scientific Tube and Power Gas Products have removed from 70 Broadway to 72 Sixth street. More commodious quarters and better facilities at the new location will enable this firm to carry a more complete line of automobile accessories.—Adv.

Macadam Good After Nine Years.

At Willbridge Mr. Shepard pointed out the site that has been donated to the School Board for the location of the proposed Willbridge school.

The Willys-Knight buckled down strictly to business when Mr. Pedler poked its nose up the notorious Germantown Hill, and it completed almost all of the distance to the Hillside intersection on the high gear.

The macadam surface on the Germantown road and Hillside drive to the starting point, embraces 23.7 miles of travel. No criver should endeavor to cover it in less than two hours. There are so many curves on Hillside drive that motorists must go slowly and sound their horns often if they want to avoid the possibility of head-on collisions. The roadway is none too wide but it is safe for travel as long as a slow pace is maintained.

No motorists should miss driving over Hillside drive before the heavy rains set in.

Two Roads Are Crossed.

Two roads are crossed after getting on Hillside drive proper. The first, approached from the north, is the old Springville road that was built by the Government in the pioneer days and dedicated to the county in 1868. This road connects Tualatin Valley with the points along Linnton road. Three miles

toward Portland from the Springville intersection, Hillside drive crosses the line of the old Saltman road.

We made several stops along the road to give Photographer McMonagle, of The Oregonian staff, an opportunity to catch the remarkable combinations of road and landscape. The stop at the head of Willbridge canyon was long enough to give Mr. Pedler and Mr. Shepard a chance to surmise how the hills will look when the autumn leaves are out soon in all their grandeur.

Care in Travel Advised.

The entire loop from The Oregonian building, out over the Linnton road to Claremont and back via the Germantown road and Hillside drive to the starting point, embraces 23.7 miles of travel. No criver should endeavor to cover it in less than two hours. There are so many curves on Hillside drive that motorists must go slowly and sound their horns often if they want to avoid the possibility of head-on collisions. The roadway is none too wide but it is safe for travel as long as a slow pace is maintained.

No motorists should miss driving over Hillside drive before the heavy rains set in.

Two Roads Are Crossed.

Two roads are crossed after getting on Hillside drive proper. The first, approached from the north, is the old Springville road that was built by the Government in the pioneer days and dedicated to the county in 1868. This road connects Tualatin Valley with the points along Linnton road. Three miles

toward Portland from the Springville intersection, Hillside drive crosses the line of the old Saltman road.

We made several stops along the road to give Photographer McMonagle, of The Oregonian staff, an opportunity to catch the remarkable combinations of road and landscape. The stop at the head of Willbridge canyon was long enough to give Mr. Pedler and Mr. Shepard a chance to surmise how the hills will look when the autumn leaves are out soon in all their grandeur.

Care in Travel Advised.

The entire loop from The Oregonian building, out over the Linnton road to Claremont and back via the Germantown road and Hillside drive to the starting point, embraces 23.7 miles of travel. No criver should endeavor to cover it in less than two hours. There are so many curves on Hillside drive that motorists must go slowly and sound their horns often if they want to avoid the possibility of head-on collisions. The roadway is none too wide but it is safe for travel as long as a slow pace is maintained.

No motorists should miss driving over Hillside drive before the heavy rains set in.

Two Roads Are Crossed.

Two roads are crossed after getting on Hillside drive proper. The first, approached from the north, is the old Springville road that was built by the Government in the pioneer days and dedicated to the county in 1868. This road connects Tualatin Valley with the points along Linnton road. Three miles

toward Portland from the Springville intersection, Hillside drive crosses the line of the old Saltman road.

We made several stops along the road to give Photographer McMonagle, of The Oregonian staff, an opportunity to catch the remarkable combinations of road and landscape. The stop at the head of Willbridge canyon was long enough to give Mr. Pedler and Mr. Shepard a chance to surmise how the hills will look when the autumn leaves are out soon in all their grandeur.

Care in Travel Advised.

The entire loop from The Oregonian building, out over the Linnton road to Claremont and back via the Germantown road and Hillside drive to the starting point, embraces 23.7 miles of travel. No criver should endeavor to cover it in less than two hours. There are so many curves on Hillside drive that motorists must go slowly and sound their horns often if they want to avoid the possibility of head-on collisions. The roadway is none too wide but it is safe for travel as long as a slow pace is maintained.

No motorists should miss driving over Hillside drive before the heavy rains set in.

Two Roads Are Crossed.

Two roads are crossed after getting on Hillside drive proper. The first, approached from the north, is the old Springville road that was built by the Government in the pioneer days and dedicated to the county in 1868. This road connects Tualatin Valley with the points along Linnton road. Three miles

toward Portland from the Springville intersection, Hillside drive crosses the line of the old Saltman road.

We made several stops along the road to give Photographer McMonagle, of The Oregonian staff, an opportunity to catch the remarkable combinations of road and landscape. The stop at the head of Willbridge canyon was long enough to give Mr. Pedler and Mr. Shepard a chance to surmise how the hills will look when the autumn leaves are out soon in all their grandeur.

Care in Travel Advised.

The entire loop from The Oregonian building, out over the Linnton road to Claremont and back via the Germantown road and Hillside drive to the starting point, embraces 23.7 miles of travel. No criver should endeavor to cover it in less than two hours. There are so many curves on Hillside drive that motorists must go slowly and sound their horns often if they want to avoid the possibility of head-on collisions. The roadway is none too wide but it is safe for travel as long as a slow pace is maintained.

No motorists should miss driving over Hillside drive before the heavy rains set in.

Two Roads Are Crossed.

Two roads are crossed after getting on Hillside drive proper. The first, approached from the north, is the old Springville road that was built by the Government in the pioneer days and dedicated to the county in 1868. This road connects Tualatin Valley with the points along Linnton road. Three miles

toward Portland from the Springville intersection, Hillside drive crosses the line of the old Saltman road.

We made several stops along the road to give Photographer McMonagle, of The Oregonian staff, an opportunity to catch the remarkable combinations of road and landscape. The stop at the head of Willbridge canyon was long enough to give Mr. Pedler and Mr. Shepard a chance to surmise how the hills will look when the autumn leaves are out soon in all their grandeur.

Care in Travel Advised.

The entire loop from The Oregonian building, out over the Linnton road to Claremont and back via the Germantown road and Hillside drive to the starting point, embraces 23.7 miles of travel. No criver should endeavor to cover it in less than two hours. There are so many curves on Hillside drive that motorists must go slowly and sound their horns often if they want to avoid the possibility of head-on collisions. The roadway is none too wide but it is safe for travel as long as a slow pace is maintained.

No motorists should miss driving over Hillside drive before the heavy rains set in.

Two Roads Are Crossed.

Two roads are crossed after getting on Hillside drive proper. The first, approached from the north, is the old Springville road that was built by the Government in the pioneer days and dedicated to the county in 1868. This road connects Tualatin Valley with the points along Linnton road. Three miles

toward Portland from the Springville intersection, Hillside drive crosses the line of the old Saltman road.

We made several stops along the road to give Photographer McMonagle, of The Oregonian staff, an opportunity to catch the remarkable combinations of road and landscape. The stop at the head of Willbridge canyon was long enough to give Mr. Pedler and Mr. Shepard a chance to surmise how the hills will look when the autumn leaves are out soon in all their grandeur.

Care in Travel Advised.

The entire loop from The Oregonian building, out over the Linnton road to Claremont and back via the Germantown road and Hillside drive to the starting point, embraces 23.7 miles of travel. No criver should endeavor to cover it in less than two hours. There are so many curves on Hillside drive that motorists must go slowly and sound their horns often if they want to avoid the possibility of head-on collisions. The roadway is none too wide but it is safe for travel as long as a slow pace is maintained.

No motorists should miss driving over Hillside drive before the heavy rains set in.

Two Roads Are Crossed.

Two roads are crossed after getting on Hillside drive proper. The first, approached from the north, is the old Springville road that was built by the Government in the pioneer days and dedicated to the county in 1868. This road connects Tualatin Valley with the points along Linnton road. Three miles

toward Portland from the Springville intersection, Hillside drive crosses the line of the old Saltman road.

We made several stops along the road to give Photographer McMonagle, of The Oregonian staff, an opportunity to catch the remarkable combinations of road and landscape. The stop at the head of Willbridge canyon was long enough to give Mr. Pedler and Mr. Shepard a chance to surmise how the hills will look when the autumn leaves are out soon in all their grandeur.

Care in Travel Advised.

The entire loop from The Oregonian building, out over the Linnton road to Claremont and back via the Germantown road and Hillside drive to the starting point, embraces 23.7 miles of travel. No criver should endeavor to cover it in less than two hours. There are so many curves on Hillside drive that motorists must go slowly and sound their horns often if they want to avoid the possibility of head-on collisions. The roadway is none too wide but it is safe for travel as long as a slow pace is maintained.

No motorists should miss driving over Hillside drive before the heavy rains set in.

Two Roads Are Crossed.

Two roads are crossed after getting on Hillside drive proper. The first, approached from the north, is the old Springville road that was built by the Government in the pioneer days and dedicated to the county in 1868. This road connects Tualatin Valley with the points along Linnton road. Three miles

toward Portland from the Springville intersection, Hillside drive crosses the line of the old Saltman road.

We made several stops along the road to give Photographer McMonagle, of The Oregonian staff, an opportunity to catch the remarkable combinations of road and landscape. The stop at the head of Willbridge canyon was long enough to give Mr. Pedler and Mr. Shepard a chance to surmise how the hills will look when the autumn leaves are out soon in all their grandeur.

Care in Travel Advised.

The entire loop from The Oregonian building, out over the Linnton road to Claremont and back via the Germantown road and Hillside drive to the starting point, embraces 23.7 miles of travel. No criver should endeavor to cover it in less than two hours. There are so many curves on Hillside drive that motorists must go slowly and sound their horns often if they want to avoid the possibility of head-on collisions. The roadway is none too wide but it is safe for travel as long as a slow pace is maintained.

No motorists should miss driving over Hillside drive before the heavy rains set in.

Two Roads Are Crossed.

Two roads are crossed after getting on Hillside drive proper. The first, approached from the north, is the old Springville road that was built by the Government in the pioneer days and dedicated to the county in 1868. This road connects Tualatin Valley with the points along Linnton road. Three miles

toward Portland from the Springville intersection, Hillside drive crosses the line of the old Saltman road.

We made several stops along the road to give Photographer McMonagle, of The Oregonian staff, an opportunity to catch the remarkable combinations of road and landscape. The stop at the head of Willbridge canyon was long enough to give Mr. Pedler and Mr. Shepard a chance to surmise how the hills will look when the autumn leaves are out soon in all their grandeur.

Care in Travel Advised.

The entire loop from The Oregonian building, out over the Linnton road to Claremont and back via the Germantown road and Hillside drive to the starting point, embraces 23.7 miles of travel. No criver should endeavor to cover it in less than two hours. There are so many curves on Hillside drive that motorists must go slowly and sound their horns often if they want to avoid the possibility of head-on collisions. The roadway is none too wide but it is safe for travel as long as a slow pace is maintained.

No motorists should miss driving over Hillside drive before the heavy rains set in.

Two Roads Are Crossed.

Two roads are crossed after getting on Hillside drive proper. The first, approached from the north, is the old Springville road that was built by the Government in the pioneer days and dedicated to the county in 1868. This road connects Tualatin Valley with the points along Linnton road. Three miles

toward Portland from the Springville intersection, Hillside drive crosses the line of the old Saltman road.

We made several stops along the road to give Photographer McMonagle, of The Oregonian staff, an opportunity to catch the remarkable combinations of road and landscape. The stop at the head of Willbridge canyon was long enough to give Mr. Pedler and Mr. Shepard a chance to surmise how the hills will look when the autumn leaves are out soon in all their grandeur.

Care in Travel Advised.

The entire loop from The Oregonian building, out over the Linnton road to Claremont and back via the Germantown road and Hillside drive to the starting point, embraces 23.7 miles of travel. No criver should endeavor to cover it in less than two hours. There are so many curves on Hillside drive that motorists must go slowly and sound their horns often if they want to avoid the possibility of head-on collisions. The roadway is none too wide but it is safe for travel as long as a slow pace is maintained.

No motorists should miss driving over Hillside drive before the heavy rains set in.

Two Roads Are Crossed.

Two roads are crossed after getting on Hillside drive proper. The first, approached from the north, is the old Springville road that was built by the Government in the pioneer days and dedicated to the county in 1868. This road connects Tualatin Valley with the points along Linnton road. Three miles

toward Portland from the Springville intersection, Hillside drive crosses the line of the old Saltman road.

We made several stops along the road to give Photographer McMonagle, of The Oregonian staff, an opportunity to catch the remarkable combinations of road and landscape. The stop at the head of Willbridge canyon was long enough to give Mr. Pedler and Mr. Shepard a chance to surmise how the hills will look when the autumn leaves are out soon in all their grandeur.

Care in Travel Advised.

The entire loop from The Oregonian building, out over the Linnton road to Claremont and back via the Germantown road and Hillside drive to the starting point, embraces 23.7 miles of travel. No criver should endeavor to cover it in less than two hours. There are so many curves on Hillside drive that motorists must go slowly and sound their horns often if they want to avoid the possibility of head-on collisions. The roadway is none too wide but it is safe for travel as long as a slow pace is maintained.

No motorists should miss driving over Hillside drive before the heavy rains set in.

Two Roads Are Crossed.

Two roads are crossed after getting on Hillside drive proper. The first, approached from the north, is the old Springville road that was built by the Government in the pioneer days and dedicated to the county in 1868. This road connects Tualatin Valley with the points along Linnton road. Three miles

toward Portland from the Springville intersection, Hillside drive crosses the line of the old Saltman road.

We made several stops along the road to give Photographer McMonagle, of The Oregonian staff, an opportunity to catch the remarkable combinations of road and landscape. The stop at the head of Willbridge canyon was long enough to give Mr. Pedler and Mr. Shepard a chance to surmise how the hills will look when the autumn leaves are out soon in all their grandeur.

Care in Travel Advised.

The entire loop from The Oregonian building, out over the Linnton road to Claremont and back via the Germantown road and Hillside drive to the starting point, embraces 23.7 miles of travel. No criver should endeavor to cover it in less than two hours. There are so many curves on Hillside drive that motorists must go slowly and sound their horns often