

The latter tour is approximately 250 miles in length, and is, in brief, a skeleton of the gigantic scheme cherished in the mind of the middle West, the great Sheridan Drive. This movement bids fair to accomplish more for good roads than any previous effort, however earnest and practical. While the undertaking may seem at first glance too stupendous to be attempted, a closer study of the situations and surroundings will convince any thoughtful person that all apparent obstacles may be easily surmounted, and that the eventual successful completion of the work is assured. By reason of the fact that the Lake Shore extension of the present Sheridan Road will connect by a fine boulevard the two great cities of Chicago and Milwaukee, and that for the greater part of the distance it will be within sight and sound of Lake Michigan, this eighty-five miles will undoubtedly retain its present fame and supremacy. But there are possibilities in the

western sections, where it winds through the wooded hills and valleys of the Fox and around the shores of many Wisconsin and Illinois lakes, which will make these portions of the completed Sheridan Drive fully as attractive from a scenic point of view. It may take the citizens of these townships longer to complete their portions of the work, by reason of less available funds, but when finished these sections will not suffer by comparison. At some places the sparseness of the population will not permit the speedy completion of the road on plans generous enough to be in keeping with its general character. This contingency has not been overlooked by the promoters of the enterprise, however, and, when the proper time zones, the citizens of Chicago and Milwaukee and other cities and towns will contribute to a general fund to be expended on such sections of the road as are fairly entitled to the co-operation of the general organization.

ANSWERS TO CORRESPONDENTS.

"ANDREWS"—Differences in form in golf are often puzzling, and amongst women more than men. The result of the tournament for the championship of the Woman's Golf Association of Philadelphia was one of those surprises that are not uncommon in this sport. Miss Edith Burt, of the Country Club, who made such a good showing at Ardsley in the championship contest, and Miss Frances Grisorn, of the Merion Cricket Club, who also played excellent golf on that occasion, were both easily distanced; and Miss Davids, the champion of last year, succumbed to the superior playing of Miss Elsie Cassatt, who at Ardsley was scarcely in the running.

T. B. F.—One hundred miles on the track were ridden in 3:11:01 1-5, by Constant Huret, at Paris, France, on October 20th. This marvelous performance was made possible, however, only by the employment of several electric pacing vehicles equipped with wind shields.

The 1898 English amateur championships, with their holders, are these:

One-quarter mile, T. Summersgill; one mile, W. A. Edmonds; five miles, A. S. Ingram; twenty-five miles, H. W. Payne; fifty miles, H. Chinn; two miles, tandem, Callaghan and Burand.

"MADISON."—If we look back to the days when bull-baiting and other brutal sports flourished, we will readily perceive why the bulldog always attacks the head and invariably retains his hold, no matter at what pain or peril to himself. The dogs were carefully bred to foster, certain qualities of gameness, tenacity of grip, and endurance. Their business was to rush to the head of the bull, pin him by the nose, and then to hang on to him, no matter what happened. To secure the tenacious grip, peculiar developments of skull, jaws, and muscles were essential, and these were secured by a careful system of breeding in the direction of the points desired. In course of time the head, jaws, neck, and shoulders became so curiously fitted to their purpose that the bulldog possessed an ability to retain his hold and to endure punishment which has

never been approached by an other member of the canine race which is without the bulldog cross.

WEST POINT.—The expedition was certainly a most remarkable one, and a distinct triumph for the wheel. If the cycle can outstrip the horse, not only on the good roads of thickly settled communities, but in the wild of the frontier, it must necessarily become a future military reliance whenever celerity of movement is required.

The other trip was around Long Island by twenty-eight picked men from Company E, Eighth Regiment, a record of 398 miles, ridden mostly in the rain. The squad started under the command of Capt. T. E. Lyon, with a cycle ambulance, a civil-engineer to make maps, and a photographer. Each man carried his rifle fastened to his machine, a haversack, canteen and cup on his back, a bayonet and cartridge-box at his belt, and an army blanket strapped to the handle-bar of his wheel. The course followed was via Creedmoor, Babylon, Patchogue, Center Moriches, Sag Harbor, Greenport, Riverhead, Port Jefferson and Oyster Bay, the party camping and foraging for provisions along the entire route, as though traversing a barren country. The most meritorious feat of the trip was accomplished by Priv. W. H. Dixon, who was dispatched at seven o'clock on the morning of July 21st with a message to be delivered at Jamaica, one hundred miles distant, in seven hours. Under the most unfavorable circumstances he completed the run in about eight hours' actual riding time.

In reviewing the results of his trip Captain Lyon said, in part:

"I think that it has been shown that the bicycle can be made an important factor in military operations, particularly in the direction of reconnaissance and for the sending of messages. Several times the company was distributed over a large territory and easily collected by messengers sent out, while the ride of Private Dixon proved conclusively that under the most adverse circumstances a bicycle can accomplish much more than a horse."