

ground they will have to cover before they can catch you up.

The longer this is, the more depressed they will get naturally. A stern chase is proverbially a long one, and a back-marker is liable to reckon his distance and pace quite as much by the men he passes as he will by the laps covered.

So set your mind on getting in front as soon as you can, and staying in that position for as long as you can manage to do so.

WHEN LEADING

If you have got in front you will, as already advised, use your utmost endeavors to keep there. It's the best place to be in, you know. But don't struggle and burst yourself every yard. There is no sense in making a quarter-mile race of a section of the course between yourself and your immediate attendants, so as to crack you all up and leave the field open for the others to jog comfortably in.

Say you have run two or three miles, have put in a fast quarter-mile, and still find that you haven't increased your lead any, sprint hard for 100 yards and then rest for the next half-mile, allowing your pursuers to gradually make up their leeway while you are taking it soft and easy. Wait for them to almost catch you up, and then burst out in a fast sprint for 100 yards or so. You will have saved your energy for this effort, and it is more than improbable that their effort to catch up your last sprint lead will have so taken it out of them that they won't be able to respond.

You can then indulge in another breather for half a mile or so, and repeat the operation. A few repetitions are apt to get disheartening to the man or men behind, but you have, of course, to be in first-rate condition to do this.

If you have a good lead—fifty or sixty yards or so—don't get excited when the other men begin to cut this down. Keep steady, or, if pumped, even slack off a trifle, so as to make them think that they are going faster than