

RUNNING—Entry of Greek Leads Classic Color to Local Distance Event.

AUTOING—News and Notes of Local and Foreign Motor Doings.

MARATHON—Olympic Event Was Run Under Adverse Conditions.

MARATHON RACE LAST SUMMER RUN UNDER ADVERSE CONDITIONS

Preparations for Forthcoming Event Are More Elaborate and Will Be Better Test of Distance Races—History of the Various Events Which Have Preceded the Present Match.

WRITTEN FOR THE SUNDAY REPUBLIC.

While the Marathon race last summer, held in connection with the Olympic games, was a severe test on the men, the contest cannot be taken as indicative of what such an event actually means.

Thomas J. Hicks, winner of the race, finished in an exhausted condition. But the shape which had been hastily selected for the course, and on a day in which the thermometer stood higher than at any previous time for several weeks.

Ten years ago the first long distance amateur race of any consequence was run on the American Continent at Hamilton, Ontario, and in April, 1895, the first Marathon for amateur athletes was run in Boston, Mass.

In the history of these races since their inauguration, there is not on record a single case that has turned out seriously, and not an athlete who trained for and competed in the classic has ever felt any ill effects from the contest.

In April, 1898, the first Marathon was run at Athens in connection with the Olympic games. It was a commemoration of the run that had been made by a soldier from the battlefield of Marathon to Athens to carry the news of the victory of Athenian arms, and after announcing the event the soldier fell dead from exhaustion.

Comte Alex. Mercati and other members of the International Olympic Games Committee advocated the race, and it was added to the programme. America was represented in that event by Hicks, who was then a student at Harvard, but who wore the colors of the Boston Athletic Association. He was forced to give up the contest after leading for fifteen miles, and the race was won by Lopez, a Greek.

Upon the return of John Graham of the Boston Athletic Association to Boston he brought before the Athletic Committee of the Boston Club the advisability of running a similar race around Boston, and April 19, 1897, was decided upon as the date of the first event. The faculty of the medical department of Harvard University, many of whom are members of the Boston Athletic Association, with Doctor John B. Hicks, the father of the American contestant at Athens, deemed it an opportune moment to make physical examinations of the athletes training for and competing in the event, and a corps of physicians was organized for that purpose. The race was conducted in a scientific manner. Thirty-two athletes sent in their entries for the first race, and about thirty started in the contest.

One week before the race the physicians in charge of the medical part of the event visited the Cambridgeport gymnasium and other places to examine the contestants for the test, and at the start of the long journey, which was made three miles below South Farmingham, Mass., at a place called Ashland, the athletes were again examined, and also at the close of the race.

M. HERMOTT WINS FIRST. The first contest was won by John J. McDermott of the Pastime Athletic Club, New York, in 2:25.10, exactly ten seconds slower than the race at Athens the year previously. J. J. Kierman of St. Bartholomew Athletic Club, New York, finished second.

Before the start of the race the athletes of Massachusetts thought that the distance would be the cause of someone's untimely demise, and were not overanxious to enter the contest. The people of Massachusetts showed much interest in the event, and though the day was quite chilly, 5,000 assembled along the twenty-five miles of roadway to cheer the runners on their long journey. The medical examinations were satisfactory. Drugs were not used, with the exception of whisky and brandy. Some competitors lost weight, but nothing to speak of. In a word, the race was a success athletically and medically.

The first race off, the success of all subsequent races was assured. The directors of the Boston Athletic Association were congratulated on every hand, and the prize, and though they did not have an entry in the race, it was decided to make the contest an annual affair. The lessons learned in the running of the initial Marathon were valuable. The medical examinations were of the utmost import, and a corps of physicians was appointed to take care of the medical end of the race annually.

In 1898 the athletes of Massachusetts set about to train for the contest with a determination of taking the honors from New York. The race evolved itself into a dual meeting between the athletes of New York and Massachusetts. Ronald J. McDonald of Cambridgeport, Mass., won the race in 1:58 in 2:42, breaking the world's record by many minutes, defeating H. Gray of St. George A. C. of New York, who had led for twenty-three miles, and E. A. McLean, a Boston man, now dead was third. Cambridgeport, Mass., came to the front again the following year, when Larry Higgins took first honors, when Dick Grant of Harvard, wearing the colors of the Knickerbocker Athletic Club of New York, was second.

All of the Marathon races ever contested this event tried the stamina of the runners, and is the first long-distance run on record where a heavy man has won a long-distance race. The day was very damp, a drizzling rain having made the roads slippery, and a biting, chilling wind blew in the faces of the runners for the

entire twenty-five miles. Higgins, who weighed 125 pounds, wore a piece of silk in front of his stomach, protecting it from the chilling wind. This act won for him the race.

CANADIANS ENTERED. The Marathon race first took on an international aspect in 1900, when the Canadians decided to enter the contest. A runner named Cafray had won the Canadian Marathon, distance, eleven miles, in 1:31—wonderful time. In that contest was another athlete, William Sherring of Hamilton, Y. M. C. A., and the bitter rivalry existed between the two men, Sherring determined to follow Cafray, and when the latter entered the Boston race Sherring did also. A third Canadian entered the contest, William Hughson, and these three were expected to win all of the honors for Canada. America was represented by Higgins, Grant and others, while McDonald failed to start in the race. Those who witnessed the contest will never forget it. For almost twenty-five miles Cafray and Sherring ran side by side, running away from their American competitors, leading the race in a walk and breaking the record by almost three minutes. Cafray won the race by less than two minutes, Sherring having been compelled to stop owing to cramps. Hughson took third honors.

After his record had been broken McDonald determined to contest once more, in the hope of bringing back the record to America. He trained faithfully for the race, and together with Higgins and John C. Landon, comprised the Cambridgeport Gymnasium entry. Cafray again entered the race, and so did Sherrill, but a new man in the person of William Davis, a Mohawk Indian, who had won second in the Canadian race, also put in his entry. This race, that of 1901, marked the appearance of Sam A. Miller of Hollywood Inn, Yonkers, N. Y., and who has since proven that he is the greatest long-distance runner that America has had in years. The entry list of the race had increased to sixty.

The Americans looked to McDonald to uphold the honors of the Stars and Stripes. The start was a wild scramble for the lead. The first mile was run by Cafray in 4:45. He went after the lead, being closely pressed by Sherrill and the Indian, Davis. McDonald was content to trail the field. There was nothing to the race after the start but Cafray. Old-timers who followed the runners thought the man crayed on account of the pace he set. In the first hour twelve miles were covered. McDonald vainly tried to hold the pace.

Miller and the Indian trotted along side by side for the next two miles. McDonald, after going into second place, was forced to give up the contest at twenty-one miles from the effects of cramps, while Davis went into second place, followed by Miller. Cafray was greeted a winner by 100,000 people in the wonderful time of 2:23.23. Davis was second, and Miller third.

Since the race of 1901 there have been ten Canadian entries in the Boston Marathon. At the time they participated they were not treated as they should have been—guests of the Boston Athletic Association—and stated that they would never enter the Boston race again.

MELJOR WINS 1902 EVENT. Since that time they have kept their word. The race in 1902 was won by Melior of London, and that of 1904 by Spring of New York. The record made by the Canadians has never been approached, which shows that as far as distance-running is concerned they are as supreme on this side of the Atlantic as the English are in Europe.

The Marathon race contested at the Olympic games was looked upon as the classic event of Marathons, but the race did not prove it to be so. The victory of Hicks was not that of a runner, but of a man who, with the aid of drugs, was kept on his feet until the goal was reached. It was a victory that must be placed above all others of a similar nature, because the arrangements for the contest were bad and the victory of the man great. The contest, however, was probably the worst that was ever seen. The roads were inches deep in dust, covered with cracked stones for six miles; the hills led over roads that it was dangerous even for an automobile to drive over; there were no places along the road where those in charge of the runners could secure water or stimulants; there were no conveyances except bumping automobiles, in which exhausted men could be taken back to the stadium; the automobiles kicked up clouds of dust, which enveloped the runners, choked them, and on one occasion was the cause of a man suffering with a hemorrhage of the stomach, which was almost fatal.

Not a Greek who started in the contest had one week of training; not a Kafir had done anything but rough riding on horseback for such time as came. For such men there is plenty of work, and work which pays as well as the elementary work in any other line, and which promises better because it is a gamble with rapid advancement.

The chauffeurs' school has come to be an institution of recognized importance, both here and abroad. The need of skilled operators has brought it about. And its extension will probably bring about a great change in the status of that worthy, who has hitherto made great gain by trading on the impression that his calling was a gift of the gods, dispensed to only a chosen few. But, aside from the need of skilled, businesslike operators, there is a growing demand for men of superior caliber, who will enter the lower ranks, and not only will merit promotion as the business develops, but will be able to stand advancement without going to pieces or becoming too haughty to dwell with their fellow-men, and whose training will stand in good stead when such time comes. For such men there is plenty of work, and work which pays as well as the elementary work in any other line, and which promises better because it is a gamble with rapid advancement.

The St. Louis Car Company, which has recently built an automobile factory near their present plant in Baden, has made arrangements with Mr. Fisher of New York City, the inventor and designer of the Fisher Gasoline-Electric Truck, to manufacture them under his supervision. The truck is something entirely unique in the matter of design, being a combination of a gasoline engine, which drives a generator furnishing current to a storage battery, which in turn drives the motor, attached by a train of gears to the rear wheels.

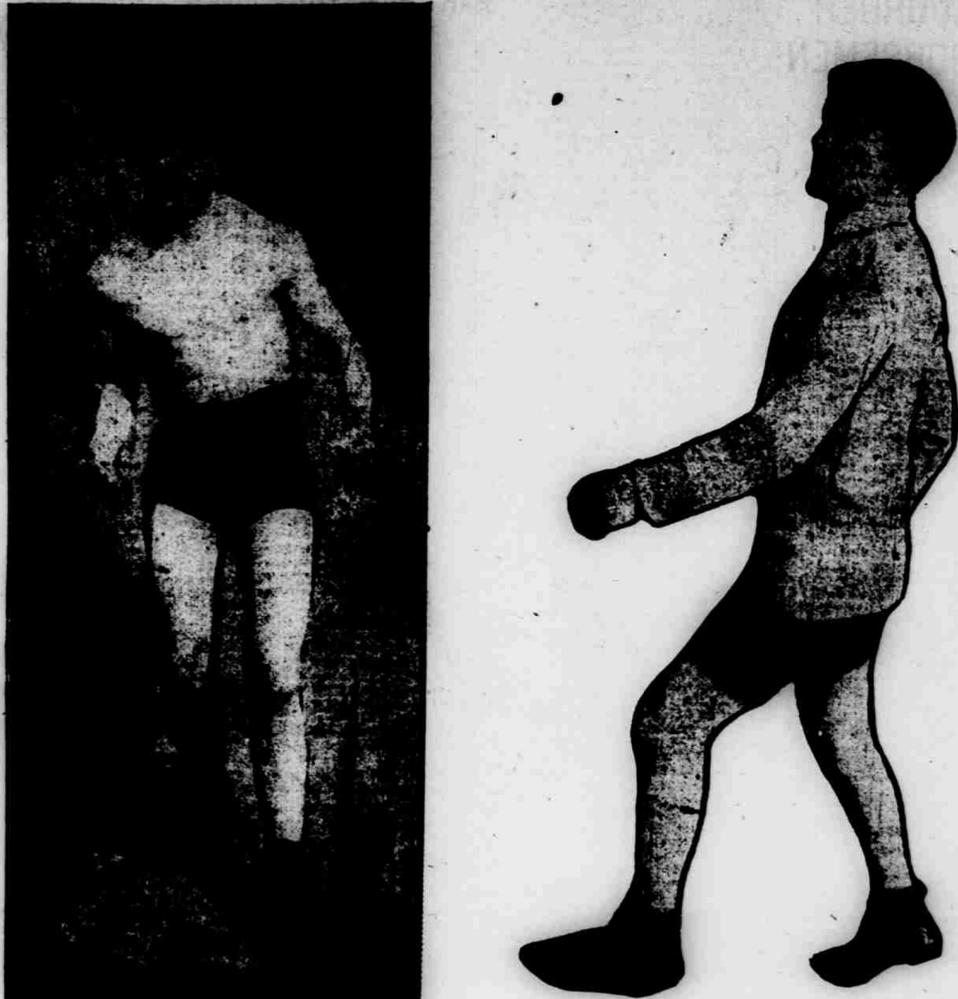
who for the last two years has been driving the racing cars of the Polo Motor Car Company, spent Wednesday in St. Louis. He will be remembered by all automobilists in this city. He is now employed by the Peerless Company of Cleveland, and announces that he will make extensive and radical changes in the machine. Webb's recent experience with high-class machines has fitted him for his new work as designer. A recent accident made it necessary for the removal of his thumb.

Adolphus Busch's fifty-horse-power Pope-Toledo car was shipped from the factory at Toledo, O., last week, and will arrive in a few days. This is the highest-priced automobile ever sold in St. Louis.

Newman Samuel, a well-known automobile devotee of this city, announces that New York probably will have a speeding path for automobiles, opposite to the road racing course, for the purpose of testing racing machines. A big tract of land has been purchased and the promoters intend to make a national playground of part of the land on the Atlantic Coast.

The threats of interference in automobile road racing by property holders and other citizens is always a menace to the carrying out of a road race, be it local or national in character. The Atlantic Coast motor speedway was the first to be mentioned last November. This proposition embraces not only an automobile speedway, but also a magnificent motor boat course, as the land for the speedway is situated on Barnegat

THIS GREEK ATHLETE IS ENTERED IN LOCAL MARATHON RACE



LAMBROS D. LAMBRAKIS, GREEK MARATHON CANDIDATE

WRITTEN FOR THE SUNDAY REPUBLIC. Classic color has been lent to the Missouri Athletic Club Marathon race to be held the first Saturday in May by the entry of Lambros D. Lambrakis, the Greek

athlete, who has been living in this city for several years. While he has never run in competition he has traveled many miles on foot in the training of his wrestling bouts, in which

he has figured prominently, especially in the amateur tournaments in the last few years. Lambrakis was born in Sparta, Greece, twenty-two years ago. He attended the

Bar, at Tom's River, a few miles south of Lakewood. The speedway proper is to be five miles in circumference and 120 feet wide, which would give a dozen cars room to race abreast. No speedway can be considered safe unless there is plenty of room for passing at high speed, and a thirty or forty foot speedway would not allow this to be done, especially in a cloud of dust. The corners of the Atlantic Coast Motor

speedway will be slightly raised and the surface will be fast and safe. It is proposed to make a national playground for all kinds of sport part of the Atlantic Coast Motor Speedway property, and football, baseball, polo, foot racing, trotting and every kind of gentlemanly sport will be entered to. As soon as the weather moderates work will be commenced in grading the speedway.

in connection with his weekly run of from fifteen to eighteen miles he builds up his body by work in the gymnasium wrestling. In speaking of the race, he said: "All I want is to have about four of my friends stationed at equal intervals along the course, and as I pass have them give to me some sherry and egg. I will drink no water, as I believe that this does more harm than good. I will also have my friends slap me hard on the back, which will loosen up the muscles in my body." Lambrakis is anxious to have more of his countrymen to start in the race. He will represent the Missouri Athletic Club in the contest, and is willing to travel the twenty-five miles.

THE KING OF BLOOD PURIFIERS SSS

In every collection of things there is a superior, one that stands above all the rest and is known as the best, or king of its class. By its record of forty years of cures S. S. S. has demonstrated its superiority over all other blood purifiers and is known and recognized everywhere as the best—The King of Blood Purifiers. The people everywhere endorse it, and there are few homes where this great remedy is not known and used, and today there are thousands in all parts of the country who have been cured of diseases by its use and who are daily recommending it to those who are in need of a blood purifier. It has held the confidence of the public for this long period of time, and is more in favor now than ever before, because it does all that is claimed for it, and "S. S. S. for the blood" has grown to be a household saying.

One of its greatest claims to the title of "The King of Blood Purifiers" is that it is purely vegetable, being made entirely from roots, herbs and barks of the forests and fields, selected for their purifying and healing action on the blood and their fine tonic properties for building up and strengthening the entire system. Not so with the usual blood medicines, for they contain Potash and other strong mineral ingredients that derange the stomach and digestion and otherwise damage the health.

Bad blood is responsible for most of the ailments of mankind. When from any cause the Liver, Kidneys, Bowels or other organs of bodily waste become torpid, dull or sluggish in their action, and fail to carry out the poisons which are being constantly formed in the system, these poisons are absorbed by the blood. As this vital fluid is the very life of the body, nourishing and supplying strength, through its circulation, to every muscle, nerve, bone and tissue, disease in some form is sure to follow when it becomes contaminated.

Eczema, Tetter, Acne, Pimples, Boils, etc., while they show on the skin have an underlying cause which is far deeper—a poisoned blood supply—and until this is corrected and the blood made pure and strong, the distressing itching and burning as well as the disfiguring, humiliating symptoms will remain to torment the sufferer. No amount of salves, washes, skin foods, rouge, etc., can reach the trouble; a real blood remedy is required. S. S. S. cures these and all other skin diseases, and when it has cleansed the blood of the poisons and impurities the cure is permanent and lasting. Rheumatism, Catarrh, Scrofula, Chronic Sores or Ulcers and Contagious Blood Poison are all deep-seated blood diseases. When the blood becomes contaminated with the poisons producing these diseases, the entire circulation grows polluted and vitiated, and these painful and dangerous diseases will continue to grow worse until this vital fluid is cleansed and made strong and healthy again.

In all these disorders S. S. S. has proved itself a perfect remedy, and has well earned the title of "The King of Blood Purifiers." It goes down into the blood and forces out all poison of every kind, all waste and foreign matter, and makes it pure and health-sustaining as nature intended, curing the disease permanently. Nothing reaches inherited blood taint or old chronic troubles like S. S. S., and being a strictly vegetable remedy it can be taken by old or young without fear of bad after-effects or injury in any way to the system. Not only is S. S. S. a blood purifier and system builder of the highest order, but a tonic and appetizer without an equal, and is unexcelled in cases of general debility, loss of appetite, weakness, that tired, run-down condition, lack of energy and force, and other distressing complaints common to Spring and Summer months.

If you have any blood trouble write us about it, stating the case fully, and our physicians will help you to get rid of it by free medical advice and will send books on the diseases, which contain valuable information, without charge.

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A TRUE CURE is what I will give you beyond a doubt. If your case is curable, if not, I will accept your money and promise to do anything for you. The best reference I could give is to professional men, and to the hundreds of satisfied patients I disclaim, and prove that my Pelvic Methods cure when others fail to even benefit.

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