

A report of this competition, however, would not be complete without a reference to one of the most amazing jumps seen upon the Olympia leap on which these events were held. This consisted of a 73 metres jump by the famous Tullin Thams, who, however, fell on landing. When one considers from where he started above the take-off this jump of Thams must be regarded as a quite amazing performance. The distance actually covered would have equalled the longest standing jump hitherto attained—that of Bruno Trojani of Switzerland at Pontresina earlier in the year—while the longest standing jump upon the Olympia was made during practice by Ruud, who beat by half a metre only the previous best of Sepp Muehlbauer, who at an earlier stage in the practice had made a standing jump of 70 metres.

So terminated the ski-ing events of the Winter Olympic Games, which had proved, not only to those who participated in them but also to those who in any way were intimately connected therewith, as well as in a lesser degree to those who followed them as spectators, to be extremely instructive. The contrast of various styles and the result and performances of the finest runners and jumpers of so many nationalities gave any jumper or runner much food for consideration, while an interchange of ideas among the competitors themselves necessarily proved of benefit to all. At least some of the British runners and jumpers who have formed the nucleus of future British Olympic teams, as well as those who in four years' time may well be too old for selection, acquired much useful knowledge and information at first hand, and it is hoped that in international competitions next year the results of this advantage will be apparent.

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## A LAURENTIAN SKI TRIP

**I**N FEBRUARY, 1927, a party of three of us—G. A. Birks, W. M. Birks and the writer—took the Sunday morning train to Ste. Agathe, and from there skied down to the Ottawa River at Point-aux-Chene. Sunday night we slept at a boarding-house at Weir, Monday night at a lumber camp on the Rouge River, and arrived in Point-aux-Chene Tuesday noon. Breakfasts and suppers were eaten where we slept and the noonday meals were cooked in the open. A drop of one thousand feet between Ste. Agathe and Point-aux-Chene, coupled with excellent country, helped make this a very pleasant run.

On the train into Montreal, we were so delighted with our little jaunt that we decided on something more ambitious for 1928. This trip as finally decided on was from Lake Nomingue down the valley of the Petite-Nation River to Papineauville, on the Ottawa River, a distance of about seventy-five miles. The first half of this distance was practically uninhabited except for the odd Indian still tending his traps, the latter part through farming country with fairly good accommodation for the night.

After consideration we finally decided four was the most convenient number for the party, so W. K. Hogg joined us for our last winter's trip. With four, three could sleep fairly comfortable while the other one tended the fire; also in taking turns in breaking trail four was thought to give satisfactory rest periods. There were many suggestions made for our sleeping arrangements and finally we decided on a blanket each and a sleeping bag which could be opened out, forming something fairly substantial to lie on. Food was confined to such simple items as bacon, eggs, etc., and we carried enough for two or three days. Additional equipment included the blade of a shovel with clamps so that a handle could be attached, a couple of hatchets and cooking utensils, as well as a good map.

We left the village of Nomingue on Wednesday morning, February 22, about 9 a.m. with the thermometer at 18° below zero. Each carried a pack of about forty pounds. That night we stopped just below Lake Rognon, having covered fifteen to eighteen miles in seven hours travelling over lakes and through some thick underbrush in rough country. In the afternoon a

south wind had sprung up and by evening the temperature was about 32° above with a wet snow falling, a 50° change in twelve hours. The one thing we had dreaded was warm weather. It was 5.30 before we found a place to make a shelter and darkness caught us with only a partly covered excavation between a large rock and a fallen tree trunk. We spent a most uncomfortable night in this unroofed trench.

Next morning the weather was even milder, with half snow, half rain falling. All of us were more or less wet, and so headed back a mile to a deserted cabin we had seen the previous day. It took us an hour to reach this cabin, which we had scorned the previous day, preferring to sleep in the open. Here we spent the day drying out and anxiously watching the weather.

Next day, Friday, it turned cold again and after a great deal of trouble with harness and boots which had been wet, dry, then cold again, we set out. Our route followed an old colonization trail, then brush, then lake, and finally we arrived at the head of Lake Simon, where we stayed at a farmhouse. We had travelled twenty to twenty-two miles in nine and one-half hours. On the last part of this journey one of the party developed bad blisters on his feet, as a result of the wet the day before. All felt a bit sore. The comfortable house was a real treat.

We covered the rest of the distance Saturday and Sunday at our leisure. A sleigh carried the incapacitated member and our packs, while the rest of us enjoyed fine snow conditions and good ski-ing country. In these two days through open country we covered over thirty-five miles in seven hours travelling time. We took the evening train from Papineauville into Montreal, and now, as in the previous year, we are laying more ambitious plans for 1929.

From the experiences on this trip we expect to be better prepared for the next one. It would seem that about the most important thing on a ski trip is to have your feet in thoroughly good condition and to have your boots and harness fit properly. Our feet we found in poor shape and the wet weather was very hard on the harness and boots, so that between sore feet and trying to keep the harness in shape we experienced great difficulty. The wet weather of course was probably the biggest cause of our trouble, but when away for several days you have to be prepared for that sort of thing.

On the march we kept very closely to a scheme of taking turns at breaking trail. The intervals varied from three to ten minutes, depending on the difficulty encountered. After one's turn at breaking trail in rough country, the rest experienced by dropping back to the last position with the trail fairly well beaten down seemed like sitting in an arm chair. We also stopped every hour for ten minutes rest. One member kept track of this procedure and we strongly recommend it. At night we took turns in keeping the fire going.

Our map we carried in a case, with a celluloid front, tied to the belt. This could be quickly referred to and as a result we frequently checked our location and did not have any trouble whatever in finding the way. Had we had the map in one of the packs the chances are that we would have gone astray two or three times simply because we would not have bothered checking, feeling satisfied that we were on the right trail.

In the matter of clothes we found that going through the woods even in cold weather is comparatively warm work, because of the lack of wind. Then emerging onto an open lake into the sweep of the wind was cool work. The best type of clothing is some wind-resisting material. Leather was found much harder to dry out than woolens; also the weight of the pack resting constantly on the back was very warm. It is advisable to have the pack rest at one point just above the hips to keep cool.

As far as miscellaneous equipment is concerned there are one or two items we missed. A flashlight would have been very handy at night, also an axe would probably have been more convenient than the two hatchets we carried. The shovel we found very valuable. The only trouble was that ours was a little too small. The clamp arrangement we had for attaching a handle worked out very well. It was simply holes through the shovel with

small strips of iron tightened by means of thumbscrews. Spare harness is an item that should not be forgotten, as harness is apt to give out unexpectedly.

In closing we can only say that, for anybody who likes the open, a trip of this kind is very enjoyable and a great deal more pleasure can be had if one is not too ambitious about covering great distances each day.

NORREY OWENS

## A HELPFUL SUGGESTION TO SKIERS

**W**HILE travelling in Switzerland a short time ago, I saw a very clever arrangement; strips of celluloid put on the top of the ski over the usual rubber pad. This idea appealed to me so much that I fitted out my own ski with a pair of them, and found that the idea was practical and that it entirely prevented the snow from forming under the foot, as is usually the case with the ordinary foot plate.

I used the celluloid plate with the "Haug Binding" but it will apply equally well to nearly all the standard bindings. The celluloid having a very hard and polished surface, the snow will not remain on top, but slides off and causes no inconvenience.

The thickness of the celluloid should be about  $\frac{5}{32}$  of an inch, or sufficient to allow the brass screws to be countersunk flush or below the surface of the celluloid. Screws are used so that the celluloid may be removed; as when this is used with a "Haug" or other sole binding, it may be necessary to remove the celluloid plate so that the screws on the binding may be tightened or the binding adjusted to fit some other pair of boots.

When a "Haug" or other forms of "Screwed on" bindings are used, you will note that it is necessary to tack a piece of flat rubber on to the top of the ski the thickness of the sole plate of the binding so that the top of the rubber footing will be flush with the top of the sole plate of the binding in order that the celluloid will have a flat surface to rest upon when screwed in position. This is essential as the celluloid will crack over a period of using if not absolutely on a flat surface.

If this is used with the old "Huntifeldt" binding, it is not necessary to use the piece of rubber, as the celluloid can be attached directly to the wood of the ski. It is also best to use the screws as nails will probably split the celluloid.

The only tool necessary to attach this celluloid is a brace and bit, a wood drill and a countersink. The screws should be brass so that they will not rust and should be about three-quarters of an inch or shorter in length.

It is hoped that at a later date the sporting goods stores will stock this material and supply it to skiers, but if you wish to purchase some to try on your ski and you are unable to procure it in your locality, I would suggest that you write to Mr. Wibby, 53 Adelaide Street E., Toronto 2, Ont., who I am sure will be able to supply you with any quantity you may require.

H. T. CLIFF.

