

But as no competitor ran in telemark position, it is idle to claim, as one account did claim, that this event proved the superiority of the deep crouch over the telemark, as far as reducing wind resistance is concerned.

Wax, owing to the marvellous snow conditions, played a comparatively unimportant role.

On March 1, 1930, the St. Moritz record was broken at Abelboden, where the Flying Kilometre experiment was repeated. Alfred Zryd, of Adelboden, won at a speed of 112.5 kilometres (69.9 miles) per hour on his first course, and 110.7 kilometres an hour on his second course. It will thus be seen that on both courses he beat Gustav Lantschner's record.

The Adelboden race was timed over a course of 100 metres as against 150 metres at St. Moritz, which makes a considerable difference.

It must be remembered that the speed obtained was an average speed over the course itself, certainly not the maximum speed attained at any point during the course.

It would be intensely interesting to discover the maximum speed actually obtainable on ski, and this could be done, I believe, by means of a cinematograph record.

A. L.

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## TRIP OF THE APPALACHIAN MOUNTAIN CLUB SKIERS FROM ST. JOVITE TO SHAWBRIDGE, FEBRUARY, 1930

*Reprinted from "Appalchia," by courtesy of the Appalachian Mountain Club*

THE cross-country ski enthusiast from Massachusetts finds that the cream of the Canadian ski-ing is skimmed off by traversing a long stretch of the best terrain, changing base each night. To the Appalachian Mountain Club moving party of February, 1930, this was particularly well demonstrated by the interest sustained on their trip, throughout an unprecedented week of atrocious conditions—first tricky crust, then the slow surface of heavy thaws.

Starting at Grey Rocks, St. Jovite, eighty-five miles northwest of Montreal, the party proceeded by easy stages and with numerous detours to include the best country nearby to Shawbridge, forty-three miles southeast by rail. Fair to good hotels were found at each stopping place. Baggage was transported by the Canadian Pacific Railway each day. The range of elevations was comparatively slight: from 700 to 1350 feet and down again to 550 feet on the railroad, with a few hills ascended to perhaps 1,800 feet. Practically open country was found throughout the trip with very few exceptions, though in some places a certain canniness was needed—and not always used—to avoid the ordinary New England woods running.

Certain portions of the trip deserve special mention. The long fourteen-mile day from St. Faustin to Ste Agathe was one of the most delightful of all. The following day, after a brief passage of woods near Lac de la Truite, the more energetic members of the party made a great swing to the south of the main valley of the Rivière du Nord over magnificent hills on both sides of open lateral valleys. The crusty character of the surface these first few days made these relatively smooth hills particularly fine for fast running with few sharp turns.

From the delightful camp-type hotel set in the pines of an island on Lac Raymond the party detoured to the north, largely on wood-road ski trails, by way of Cochand's to Ste. Marguerite. More open running would have been found well south of the railroad near the main highway, but the day was so hot that the wooded scenery was equally welcome.

The best region of all, that to the south, was traversed in three days with very short jumps as the train goes, it being intended to make exceptionally

wide swings to include the maximum of good ski-ing. While the heat on these days interfered somewhat with this plan the interest kept up to the end, and under the slow conditions unbelievably steep slopes were run as safely as the great, relatively flat hills earlier in the week, the numerous bloody scratches and cuts from the crust of those days being replaced by an occasional heavy bruise when a second and much heavier ice-crust four inches below the surface was punctured.

Piedmont appeared to be the approximate centre of the most picturesque section of partly broken ski country. Nearby to the south the famous great hill of St. Sauveur was ascended upon snow found in a melting condition. Later in the day, with the snow hardened, Sugar-tree Hill at Shawbridge proved to be far too fast to run straight down into the bottom of the gully. While these great hills attract most of the Canadian skiers, much interesting ski-ing is to be found in the steep-sided and often corniced little lateral ravines which intersect each side of the main river valley. Such a week could easily be expanded into two and still not half the fine ski-ing terrain would have been explored.

ARTHUR C. COMEY.

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## LAUREL, A NEW LAURENTIAN SKI-ING CENTRE

**I**T WILL be welcome news to all Montreal ski-runners to hear that a new ski-ing centre will be opened up this coming season near Laurel, the third station above St. Sauveur, on the C.N.R. The Saturday two o'clock train from the Tunnel Station, reaches Laurel at 4.48 p.m. and a short three-mile run, practically all downhill, brings one to Black Lake Lodge, a new and attractive hotel opening early in January for skiers. Every possible comfort and convenience will be provided; electric lights, running water, a big open fireplace in the attractive living-room, comfortable beds and excellent meals at reasonable prices.

From the Lodge many delightful tours are available, the immediate terrain, very rolling with large bold hills, open country and hardwood bush, making perfect touring country. Three trails are being opened up and plainly marked and will be kept clear all winter. Starting from the Lodge, to Morin Heights, ten miles; to St. Sauveur, fifteen miles; and to Shawbridge, twenty miles; making it possible to spend the night at the Lodge and in the morning, start south on the trail picking up the train at any one of the above stations.

There will be on the hotel staff an experienced Norwegian ski instructor qualified to give free instructions and expert assistance to the guests at the Lodge.

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## LUCERNE-IN-QUEBEC

**T**HE creation of a year round resort in the valley of the Ottawa River is another blow at those among us who still think that winter is the time for generation stagnation and the addition of inches to the waist line. Lucerne-in-Quebec was officially opened in July and thus enters its first winter sports season in the winter of 1930-31

Lucerne-in-Quebec is not, strictly speaking, a resort. It is an estate of 80,000 acres, 75 miles from Montreal and 45 miles from Ottawa. It includes an old seigneurie and embraces typical Laurentian country. It is being developed, under the direction of Hon. Charles Dunning, former Minister of Finance, as a club community. The official club residence is the former home of the Seigneur, Louis Joseph Papineau, and the organization bears the appropriate name of the Seigniorie Club. Most of the members are building